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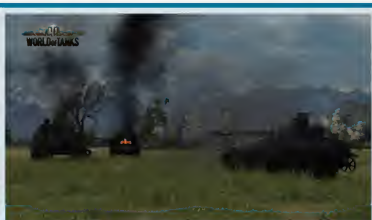


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WORLD OF TANKS

World of Tanks is the first and only team-based massively multiplayer online action game dedicated to armoured warfare. Throw yourself into the epic tank battles of World War II with other steel cowboys all over the world. Your arsenal includes more than 150 armoured vehicles from America, Germany, and the Soviet Union, carefully detailed with historical accuracy.

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Wargaming.net® is an award-winning strategy game specialist, incorporated in the UK. Its 140-strong development team is located in Minsk, Belarus. Since 1998, the company has shipped 13 titles, including acclaimed Massive Assault series, Order of War RTS published by Square Enix, and three add-ons for Blitzkrieg II. Wargaming.net's Operation Bagration RTS was awarded the Best Strategy Game of 2008 at Russian Game Developers Conference (KRI). At KRI 2009 and 2010 Wargaming.net® was named The Best Developer Company from ex-USSR. At KRI 2010 World of Tanks won "Best MMO" prize. Official web site: www.wargaming.com



INSIDE THE ARMOUR 1:35 CHURCHILL MK.II CONVERSION

Inside the Armour has acquired a number of conversions from Cromwell Models. The first of these is a 1:35 scale Churchill Mk.II (pre-rework) conversion for the AFV Club kit.

This should be available from Inside the Armour now as Item No. 35041.

The updated conversion includes:

- Mk.II Turret with stowage boxes, 2pdr breech, Besa breech, radio and seats
- Turned Besa Barrel and 2pdr Barrel
- rear fenders (early type)
- Track 'bumps' (Instead of track rails seen on later tanks)
- Forward fenders with optional resin or etched parts
- Optional Mk.I mantlet
- complete suspension for early production tanks
- 'Starfish' wheels seen on initial production tanks

- Early air intakes

- Early exhaust outlets

- etched tool clamps

- etched hatch handles

- 5 inch air outlet

- single piece lower air outlet deflector

- Auxiliary fuel tank

Inside the Armour will also be stocking AFV Club's individual early cast track links, suitable for Mk.IIs and Mk.IIs. These will be sold separately. A further separate upgrade set for the AFV Club Churchill, part no. 35040 Engine and Transmission interior, is also available now.

Thanks to the Inside the Armour for the information and images.

www.insidethearmour.com

NEW RELEASES FROM SQUADRON/SIGNAL PUBLICATIONS

Squadron/Signal Publications has recently released two new books. Both are available in either soft or hard cover.

The first is "FT-17 / M1917 WWI Tanks Walk Around" by David Doyle. Introduced in 1917, the Renault FT-17 and its American-built copy, the M1917, revolutionized tank design. The vehicle's rotating turret, rear-engine, driver-forward design are characteristics of the most advanced tanks even today. This volume presents a careful study of the details and variations of this innovative vehicle, inside and out. Two-hundred thirty-seven photographs reveal the intimacies of no fewer than 14 of the finest surviving examples of these machines, preserved on three different continents.

Next up is "M41 Walker Bulldog Walk Around" by Chris Hughes. The standard US light tank during the early years of the Cold War, the M41 Bulldog was developed as a more powerful successor to the M24 Chaffee. In addition to comprehensive images of the outside of the Bulldog, five pages cover the engine compartment alone, while images of the interior of vehicle and turret fill 25 pages. Illustrated with 250 photographs plus colour profiles and numerous detailed line drawings; 80 pages.

Squadron books are available online in the UK from ADH Books www.adhbooks.com and in the USA from Squadron www.squadron.com



NEW FROM ACCURATE ARMOUR

Accurate Armour has a new batch of releases this month, including a variety of Clansman Radio Aerial mountings to military Land Rovers, an ASU-85 mantlet cover, a T55 Series Mantlet with KDT-1 LRF and a 1:48 scale Cromwell cupola conversion.

Derek has supplied a photo of the new resin and photo-etched Challenger 2 MBT Power Pack too, also available now.

Accurate Armour products are available online from their website www.accurate-armour.com



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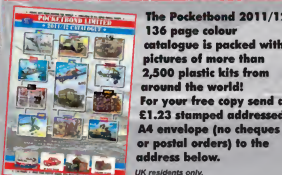


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THE PZ.KPFW. II LIGHT TANK

Bruce Culver explores the development, testing, variants and deployment of the Panzer II, an essential weapon of German armoured forces for the first year of the Second World War.

In January 1934, the German weapons directorate ordered the development of a second light tank, to be armed with a 7.92mm MG and a 2cm automatic cannon. The first light tank was to be limited to two 7.92 MG 34s, and would become the Pz.Kpfw. I.

Development of the new light tank was entrusted to the firm Friedrich Krupp in Essen for the chassis and Daimler-Benz for the superstructure and turret. The main armament was to be one 7.92mm MG 34 and one 2cm MG/c30 automatic cannon. Krupp had established a near-monopoly in the production of armoured vehicles and started work immediately, hoping to beat any competition.

In the event, the weapons directorate also asked MAN and Henschel to submit proposals for the light tank project. The entire project was called the La.S.100 (an agricultural tractor with a 100 metric hp engine) to disguise the military nature of the effort. After a development period, the chassis designed by MAN was combined with the superstructure from Daimler-Benz to create the first production model of the La.S.100.

The initial model, the I. series, was built in three related versions, designated Pz.Kpfw. II Ausf. a/1, a/2, and a/3. Only 25 of each model were built, as these were developmental series meant to work out technical problems and allow industry to set up full production. It should be noted that German industry was in the midst of a severe learning curve in constructing armoured vehicles. The armour fabricators were developing techniques to weld high-quality armour plate, new engines and transmissions were required, and the lack of experience resulted in delays that kept the Pz.Kpfw. II behind schedule for some time.

In addition, testing the new

designs required more time than had been estimated. Cost and production considerations dropped the high-alloy hard armour used in the Ausf. a/1 - a/3, and so the maximum armour thickness on later models increased from 13mm to 14.5mm to achieve the same level of protection against 7.92mm AP machine gun ammunition and shell fragments. The ordnance model designation for the Pz.Kpfw. II was Sd.Kfz. 121.

The initial models, Ausf. a/1 - a/3, had a simple suspension of six small road wheels on each side mounted in pairs in simple bogies with leaf springs. A longitudinal outside girder reinforced the suspension. The hull was basically the same shape and design as that used for the production of later Pz.Kpfw. IIs, though the rear engine compartment was shorter than later models. Improvements were made to the vision ports and covers, and operational testing demonstrated a number of changes and redesign that had to be made.

The next version of the Pz.Kpfw. II, the Ausf. b, had a suspension modified from the a/1 - a/3, but the rear hull and engine deck were longer. Virtually all the side armour on the hull superstructure and turret was 14.5mm thick, with a hull deck of 10-12mm plate, and the turret roof was 10mm thick. The hull belly plate was only 5mm thick. The major problem with the early suspension was the small wheels and limited vertical travel restricted the cross-country performance somewhat, and the small wheels required more maintenance. MAN completed 100 Pz.Kpfw. II Ausf. b tanks, and they entered service trials in 1936.

The next model, Pz.Kpfw. II Ausf. c, introduced what would become the standard suspension for most of the subsequent production models except the Pz.Kpfw. II Ausf. D/E. The new suspension consisted



This Pz.Kpfw. II Ausf. b is seen in France, 1940, note the old suspension, and the extra storage on the mudguards. Later models had storage bins to carry extra equipment. This small-wheel suspension reduced cross-country mobility due to limited wheel travel.



Pz.Kpfw. II Ausf. Cs seen in the winter of 1939-40. These have the new chassis with five road wheels used for later Pz.Kpfw. IIs. These tanks have the original round noses and no applique armour. The Ausf. C could be identified by the new design vision ports with bolts above and below the vision port flap.



This Pz.Kpfw. II Ausf. A entered Austria 1938 during the Anschluss. Note the civilian pattern headlights and the lack of military blackout lights. Many of these older tanks were reworked in 1940-41 to incorporate a number of improvements, and it can be difficult to identify some early versions after being rebuilt.



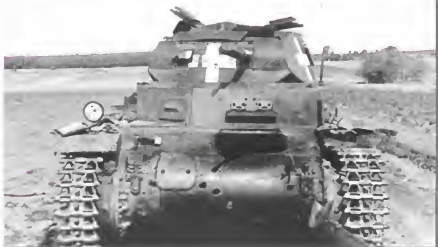
Pz.Kpfw. II Ausf. A on parade in 1938; these were the first major production models to have the later suspension. These tanks are in their original production configuration.



In this well-known photo of the first day of the invasion of Poland, a Pz.Kpfw. II Ausf. B is behind a Pz.Kpfw. I Ausf. A. Note the bundle of fascine sticks on the Pz.Kpfw. II, used for traction on soft ground. The white crosses were the standard German vehicle ID marking in the early campaign in Poland.



This Pz.Kpfw. II Ausf. A, seen in Poland, 1939, shows an early use of foliage as field camouflage. Note that the white cross has been darkened, probably with yellow paint, to make it less visible over distances. The high contrast between the dark gray/dark brown camouflage and the white markings made the crosses a good aiming point for Polish anti-tank gunners.



This Pz.Kpfw. II Ausf. B in Poland 1939 was penetrated by a Polish anti-tank gun. Knocked out, this tank was probably returned to the factory and rebuilt, as it is mostly intact. Most early-war AT guns did not use explosive-filled ammunition, and many shot up vehicles were repairable.

of five larger road wheels carried on pivoting bogies mounted on the lower hull sides and sprung with simple leaf springs. The effective length of the springs was extended by having the free ends slide under steel rollers installed above the ends of the springs. The new suspension provided a better cross-country ride and reduced maintenance requirements.

The Pz.Kpfw. II Ausf. C also introduced a more powerful engine, a wider wheel track, and wider track mudguards to cover the greater width. There were a number of detail changes, including relocating the fuel fillers to the superstructure roof, covered by flush-fitting armoured covers. In other respects it was similar to the Ausf. B. In 1940 and 1941, many Ausf. C models were reworked with appliqué armour and other detail improvements, including the cupola with periscopes authorized in October 1940.

The next model, the Pz.Kpfw. II Ausf. A, was the first mass-production model of the design. It was similar to the Ausf. C, with most of the improvements having to do with the power train systems. The vision ports were changed, however, with the driver's flat armour flap replaced with a thicker angled smaller flap with a vision slit. The other hull vision flaps also had vision slits added. During the Ausf. A production run, a reinforcing rod was added the lower rear hull to prevent cracking of the hull armour, and these rods were back-fitted to a number of earlier Ausf. As. Also, to protect the undercut corners of the turret, armour turret ring deflectors were added to the front roof and at the left rear hull corner. Again, these deflectors were added to earlier models as they were reworked.

The next version, Pz.Kpfw. II Ausf. B, was produced largely to keep the tank factories open during delays in starting production of the Pz.Kpfw. III and IV medium tanks. It was imperative to maintain the industrial base so the later heavier vehicles could be produced when the technical problems had been overcome. Also, the requirements for light tanks had been increased as new Panzer Divisions were formed, though this would become more critical in the future.

The Pz.Kpfw. II Ausf. B was very similar to the Ausf. A initially. During production, the reinforcing rod across the lower rear hull was added, and bullet deflectors were added in front of the two side vision ports for the driver, as bullet strikes on the edges of the vision ports could allow bullet splash and

fragments to enter the interior. A reinforcing angle was welded to the rear of the engine deck armour with a scalloped upper edge to increase the strength of the welded joint. Ausf. Bs were modified later with additional armour and cupolas. Later Ausf. Bs had improved vision ports with 50mm armour glass, also used on the final Ausf. C. As a result, it was often difficult to tell a late Ausf. B from an Ausf. C.

As with the Ausf. B, the Pz.Kpfw. II Ausf. C was produced largely to keep the tank factories open to avoid losing the industrial skills needed to build tanks in the future. Both the Pz.Kpfw. III and IV had run into technical problems, delaying production. The production Ausf. Cs were identical to the late production Ausf. Bs with the 50mm armour glass vision ports and the reinforcing rod and welded angle to strengthen the rear hull armour.

Total production of the basic Pz.Kpfw. II, from the Ausf. A/1 through the Ausf. C, was about 1300 tanks. In addition, there were a number of experimental prototypes and limited production vehicles that were called "Pz. Kpfw. II" but had very little to do with the production light tank. These included the "Luchs" reconnaissance tanks. There were 43 Pz.Kpfw. II Ausf. D used in service, but then returned to be converted into flamethrower tanks. All Pz.Kpfw. Ausf. Es were built as flamethrower tanks. So it was that the last major production version was the Pz.Kpfw. II Ausf. F, with a redesigned superstructure with 30-35mm of front armour, and a modified turret also with 30mm frontal armour. Total production of the Ausf. F was 509 vehicles. The last tanks were produced in July 1942.

The German General Staff had told Adolf Hitler that Germany's armed forces would not be ready for an extended major war until 1947-48, allowing for the needed build-up of military formations and industrial capacity, and acquiring a sufficient supply of critical materials, such as alloys for making advanced armour plate. Had this schedule prevailed, the Pz.Kpfw. II would have been a footnote, used entirely for training, with later heavier tanks equipping the Panzer Divisions.

As it was, in 1939, when the Allies declared war on Germany for invading Poland, the Pz.Kpfw. II comprised some 40% of the tanks available to the armoured units of the field army. The original specification for the Pz.Kpfw. ►



Think Tank - The Pz.Kpfw. II Light Tank

◀ Its armour was protection from 7.92mm armour-piercing bullets and shell fragments from artillery. Though suited as a light reconnaissance tank, the Pz.Kpfw. IIs in Poland were used as combat tanks supporting Pz.Kpfw. Is and other tanks in the assault. The 2cm cannon was effective in fighting infantry positions and anti-tank rifles, using high-explosive ammunition.

However, the Polish army was equipped with a number of effective anti-tank guns, as well as a number of good 7.92mm anti-tank rifles. It was therefore no surprise that the light Pz.Kpfw. Is and IIs were often penetrated by Polish anti-tank gunners during the campaign. Though several hundred tanks were knocked out of action, only a fraction of them were written off entirely. Most anti-tank weapons of the 1930s did not use explosive-filled shells, so most of the tanks hit did not burn and were suitable for recovery and repair. 89 Pz.Kpfw. IIs were written off in Poland, their hulks returned to the factories to be stripped of any usable parts, the damaged assemblies then being scrapped.

Nonetheless, crew casualties had been higher than expected, and the remaining crews pushed for improvements to the Pz.Kpfw. II's armour. During the winter of 1939-40, and into the spring, most of the Pz.Kpfw. II models were upgraded with additional frontal armour. 20mm plates were cut to size, bent, welded, and then bolted to the turret front. Other 20mm thick plates were machined to allow clearance for the front vision ports, and bolted to the driver's front plate and the right angled front plate. The initial 14.5mm thick rounded hull front was modified

with a new 15mm glacis plate and a new 20mm nose plate, these being welded together and then bolted to the front of the hull. The resulting 30mm frontal protection was comparable to the contemporary Pz.Kpfw. III Ausf. E/F/G.

Another modification introduced later was a fixed box cupola which differed from the later low cupola authorized in October 1940. It had four vision ports and a double hatch.

All Pz.Kpfw. II models had a crew of three: the driver who sat in the hull front, the tank commander who sat on a seat on the turret ring and operated the guns, and a radio operator who initially stood in the turret, but later was provided a seat. The driver was to use an entrance/exit hatch in the glacis while the radio operator had a hatch on the left side rear deck. The tank commander entered through the turret roof hatch or the radio operator's hatch.

In October 1940, a new cupola was authorized for the Pz.Kpfw. II. It was back-fitted to many of the early production models (Ausf. c to Ausf. C) and installed as a standard feature on the Pz.Kpfw. II Ausf. F. It consisted of a circular ring set on the turret roof with eight periscopes, vertical spacers, a top circular ring, and a hinged hatch. It provided the tank commander with an all-round view from the turret. The cupola could be rotated, and photographs show the opened hatch hinged to the front, rear, or either side.

Pz.Kpfw. IIs intended for tropical deployment were modified with more powerful fans and other modifications to improve cooling and prevent oil contamination. Stowage bins were also fitted as available.



This Pz.Kpfw. II Ausf. B was destroyed in Poland 1939 by an ammo explosion after being hit several times. It has burned out, and probably would be scrapped after salvaging any still-useful equipment and fittings.



This is a Pz.Kpfw. II Ausf. c of 4. Panzer Division; it has no upgrade or nose rebuild, as it took a good deal of time to modify all the tanks available. The marking on the driver's front plate is the new symbol for 4. PO, adopted before the invasion of France and the Low Countries in 1940. The symbol is a tree captured within a circle.



This Pz.Kpfw. II Ausf. B, marked "R02" for the Pz.Rgt assistant commander, is seen during training for the coming invasion of France 1940. This tank has been up-armoured with applique armour added to the hull and turret front. As in WWI, the Germans in 1940 came through the Ardennes forest and the Low Countries, this time to bypass the Maginot Line.



A Pz.Kpfw. II Ausf. B, seen in Holland 1940, belonging to the 4. PO. The turret markings and divisional sign are yellow, and there is a white air ID band painted on the rear engine deck. Note the reinforcing rod added to the lower hull bottom to prevent cracking of the hull armour. The new open Balkenkreuz was carried for the first time in the 1940 Western campaigns. It was less visible at distances than the old solid cross.

In service, the Pz.Kpfw. II performed well in the scouting and reconnaissance roles. The improved armour in front gave better protection, and the tank's low silhouette made it easy to conceal when observing enemy movements. Most Pz.Kpfw. IIs mounted a smoke grenade launcher over the rear muffler after rework, and the smoke laid down covered a necessary retreat when discovered.

In spite of its small size and

decent automotive performance, the Pz.Kpfw. II did not fare well during the campaign in Russia, and attrition became a serious problem. The harsh conditions of the Russian winter and the fall and spring rainy seasons revealed other deficiencies, and modifications to provide crew heating and easier starting for cold engines were introduced in mid-late 1942. By this time, the Pz.Kpfw. II was reaching the end of its usefulness as a combat tank.

Some Pz.Kpfw. IIs were fitted with extra radios and used as command or communications tanks, providing better protection for the radio operators than the typical open halftracks or unarmoured radio trucks.

The chassis of the various Pz.Kpfw. II versions were used for flamethrower tanks and self-propelled mounts for anti-tank guns and artillery. The most notable were the "Wespe" SP 10.5cm leFH 18 and the "Marder II" self-

propelled anti-tank gun mounts, which used both the standard Pz.Kpfw. II Ausf. C/F chassis and that of the Pz.Kpfw. II Ausf. D/E. Those Pz.Kpfw. IIs not converted to self-propelled weapons or special purpose vehicles were usually relegated to tank training schools, providing novice tank drivers with basic experience in driving and maintaining tanks. A number of Pz.Kpfw. IIs survived until the end of the war, and most were scrapped in the 1940s or early 1950s. ■



A Pz.Kpfw. II Ausf. C of 7. Panzer Division in France 1940 has the later vision ports and the smoke grenade system over the rear muffler. The new vision ports can be identified by the bolts above and below the vision port flaps.



A Pz.Kpfw. II Ausf. B with the armour upgrade in France leads a column of German armour through a French town. Note how the road dust has lightened the dark gray paint on this lead tank and several others. Often very dusty vehicles appeared to be sand coloured.



Tanks of the 4. Panzer Division pass through Arras in France. The lead Pz.Kpfw. II Ausf. A has rebuilt nose armour and the increased armour upgrade. The vehicle behind is a KI.Pz.Bef.Wg I Ausf. B, a command vehicle based on the Pz.Kpfw. I Ausf. B.



This Pz.Kpfw. II Ausf. B has the reinforcing rod across bottom of the rear hull to prevent hull armour cracking, and the reworked armour added in 1940. Note the new Notek blackout tailight below the exhaust pipe on the muffler. There is also a white band on the engine deck for air identification.



This Pz.Kpfw. II Ausf. B of 2. Panzer Division, France 1940, shows the armour upgrade well. Extra plates of 20mm armour were bolted to the front of the turret, the driver's front plate, and the angled side plate on the right side. The nose was rebuilt with a 20mm nose plate and a 15mm thick glacis fitted over the original rounded 14.5mm hull front.



Think Tank - The Pz.Kpfw. II Light Tank



This Pz.Kpfw. II Ausf. B crosses a river on a ferry, France 1940. The fascines at the rear deck could be used for camouflage or for improving traction on soft ground. In addition to the 1940 armour upgrade, this tank has the smoke grenade system over the muffler.



This Pz.Kpfw. II Ausf. B has been up-armoured, and also is fitted with a new closed vision cupola with fixed view ports with armoured glass behind the vision slots. The cupolas may have been fitted mostly for commanders' tanks at the company or platoon level.



Another Pz.Kpfw. II Ausf. B fitted with applique armour and the closed vision observation cupola shows clearly the bolted applique armour and the new cupola. These tanks are all dark grey, which has been lightened by dust and dried mud.



This Pz.Kpfw. II Ausf. B of 4. Panzer Division is up-armoured, and also mounts a new cupola specified in late 1940. The cupolas were fitted to many of the surviving Pz.Kpfw. IIs after the French campaign. This tank is in Russia, where mud and poor roads were the norm in many areas. "Franz Lott" on the turret is a memorial to a fallen crew member.



This Pz.Kpfw. II Ausf. B in Russia 1941 was upgraded with the new cupola, but most tank commanders still preferred the better view from outside. This tank has adopted foliage camouflage to soften the outline, and has the usual pile of stowage on the rear deck. Later models had built-in stowage bins and many early models were refitted with these too.



A Pz.Kpfw. II Ausf. B seen in summer, 1941, during the invasion of Russia, with a Pz.Kpfw. 38t alongside. The Pz.Kpfw. II served well as a light scout tank even after it was no longer useful as a combat tank. The armour upgrade gave about 30mm of frontal protection, much better than the initial 14.5mm.



This Pz.Kpfw. II Ausf. C has both the cupola and applique armour, and is seen in Russia in 1941. This tank is marked for a medical officer in the 3rd Battalion of a Panzer Regiment. Here, the cupola hatch opens to the rear; others opened to the front or side.

This Pz.Kpfw. II Ausf. B has the new cupola but no applique armour, an unusual combination. The reworking of the early Pz.Kpfw. IIs was done in stages, and not all tanks got all the modifications.





This Pz.Kpfw. II Ausf. B command/communications tank has the cupola and the armour upgrade. As they became less valuable as combat tanks, many German light tanks were converted to other uses. This vehicle has extra radios, and provided more crew protection than the open-top radio halftracks. The fixed rear frame antenna served longer range command radio sets.



This Pz.Kpfw. II Ausf. B is in PzRgt 8 of 15. Panzer Division in North Africa in 1941. This tank is painted dark grey which has been largely obscured by the prevalent dust in the area. Before sufficient desert paints were available, many units "painted" their vehicles with a slurry of mud to match the local terrain colour.



A number of Pz.Kpfw. IIs were captured in battle. This is a Pz.Kpfw. II Ausf. F in service with Yugoslav forces under Marshal Tito. The Pz.Kpfw. Ausf. F was the final development of the basic Pz.Kpfw. II design, and followed on the Ausf. C model.



This Pz.Kpfw. II Ausf. F was captured in Tunisia and, while of limited use as a combat vehicle, served well as transportation for these lucky US GIs. Note the extensive stowage bins on the right side. Many earlier tanks had these refitted, as there was little interior room in the Pz.Kpfw. II for any significant crew or tool stowage.

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TWO TIMES THREE

The Editor builds three Panzer IIs side-by-side – Tamiya's 1:48 and 1:35 scale Ausf. A/B/C kits plus Bronco's 1:35 scale Ausf. D.

The Panzer II was designed in 1934 as a temporary measure until the introduction of the more powerfully armed and better armoured Panzer III. By 1939, this light tank was largely outclassed by its contemporaries, but delays in delivery of the Panzer III and IV meant that it remained the mainstay of the Wehrmacht's armour spearhead during the Blitzkrieg campaigns in Poland, the Low Countries and France. It soldiered on through Russia and North Africa until 1943.

Until recently, the Panzer II has been poorly served in 1:35 scale. The 1970s-vintage Tamiya Panzer II Ausf. F was the only choice of the common gun tanks for nearly four decades, and it was looking decidedly long in the tooth.

The drought finally broke in 2007 with Dragon's new-tool 1:35 scale Panzer II Ausf. F. Indeed, it would seem that the floodgates were opened, with more Dragon kits – an Ausf. C in 2008 and Ausf. B in 2010; Tasca's 1:24 scale Ausf. F in 2010, Bronco's Ausf. D early in mid 2010 and, of course, Tamiya's

three new kits spanning 1:35 and 1:48 scales.

I did not intend to finish three Panzer II models at once. It just turned out that way.

The first model that I built was Tamiya's 1:35 scale Panzer II Ausf. A/B/C (French Campaign). I actually started building this kit shortly after its release in 2008.

TAMIYA'S 1:35 SCALE PANZERKAMPFWAGEN II AUSF.A/B/C

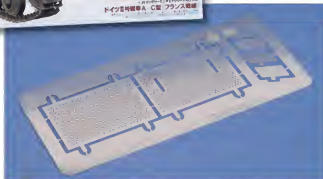
Tamiya released their all-new 1:35 scale Panzer II Ausf. A/B/C (French Campaign) during 2008.

This is a totally new kit with absolutely no parts in common with the old Tamiya Panzer II Ausf. F. The following year, Tamiya also launched a 1:35 scale Panzer II Ausf. A/B/C (Polish Campaign). The main differences were the frontal hull armour, some turret details and a new head for the Commander figure.

The French Campaign kit comprises around 230 parts in dark grey coloured plastic; a photo-etched fret; polythene caps; markings for four vehicles and instructions.



Tamiya's 1:35 scale Panzer II Ausf. A/B/C (French Campaign) was released in 2008. It was joined in 2009 by a Polish Campaign boxing with several alternative parts and new decals.



The photo-etched fret offers two styles of perforated exhaust heat guard.

As we have come to expect from Tamiya, moulding quality is superb. There are no ejector pin circles, sink marks or flash on any of the exterior surfaces. The only cleanup required is the lightly raised seam line around each road wheel.

230 is a relatively small parts count in this era of uber-detailed mega kits, but authenticity is not compromised. Part of the reason for the manageable breakdown is the inclusion of link and length tracks. Each side is made up of only 15 plastic parts.

Exterior detail is very good indeed, with separate on-vehicle equipment, boxed-in sponsons, separate suspension units and link-and-length tracks. I particularly like the smoke discharger rack, the jack and the tow hook.

All hatches are separate, and the Commander's hatch may be posed open.

Some basic detail is provided inside the turret. This includes the Commander's seat, the breech of

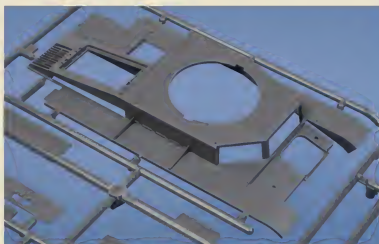
the 20mm main armament, the coaxial machine gun and its mount.

A photo-etched fret is also supplied. The focus is the perforated exhaust heat shield. Two versions are offered.

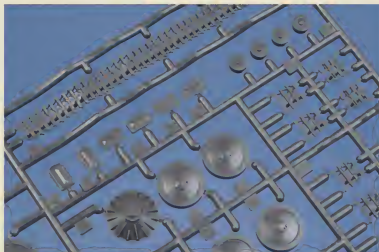
A Commander figure rounds out the package.

My only minor disappointment was the headlight lenses, which are solid grey plastic. These should ideally be replaced with clear lenses or M.V. reflective lenses.

Markings are supplied for four vehicles that participated in the French campaign of 1940, and it is a case of any colour you want as long as it is Panzer Grey. Some relief is provided by yellow markings on two of the options. If you would prefer a little more variety, Bison has released a decal set with options for several vehicles in the Polish campaign featuring disruptive brown camouflage over Panzer Grey, and "toned down" national markings. ▶



The upper hull is moulded with the fenders in place but all the tools are separate parts.



Tamiya's link-and-length tracks are well detailed and easy to assemble.



The one-piece lower hull. The suspension arms are separate parts but bumpers are moulded to the side of the hull to assist alignment.



The link and length tracks fit the model perfectly.



Note the hollow guide horns on the track links.



“Tamiya’s manages its simpler parts breakdown without compromising detail – an impressive feat...”

The upper hull was held in place with a stout plastic clamp while the glue dried.

The interior of the turret includes a seat, plus the 20mm KwK 38 cannon and machine gun. These were given a only cursory coat of paint, as they will be hard to see past the Commander in the turret hatch.

◀ BUILDING TAMIYA’S 1:35 SCALE PANZER II

I am always delighted when I find a new 1:35 scale armour model that is well detailed but might still be built in a weekend. I finished my 1:35 scale Tamiya Panzer II straight from the box.

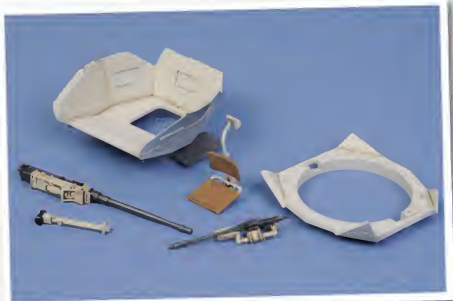
The precise fit and ease of construction of this kit’s running gear, tracks and upper hull live up to Tamiya’s enviable reputation. The link and length tracks were a pleasure to install, with no gaps between the sections when completed. However, you will need to take some care to avoid damaging the sides of the track links when removing some of the track lengths.

Instructions are clearly called out in 15 illustrated steps. The

only point that I found slightly misleading was the location of the exhaust pipe (part E22) on the muffler (parts E21 and E22). At first I thought it was supposed to be inserted between the muffler halves, but it is actually secured in a slot on the outside of the muffler. Also, don’t forget to open the locating holes in the upper hull and track guards as indicated in steps 5 and 6.

Tamiya’s new 1:35 scale Panzer II Ausf.A/B/C will be ideal for the new modeller, or one who feels a little jaded after a massive super detailing project. This new kit will also be an ideal basis for more detailing if the modeller desires.

This is, in my opinion, a tank for all seasons!



A few lines of Tamiya Surfacer were applied to join lines and smeared off with a fingertip. The fit of the entire model was close to perfect, and this was a very fast build.





In common with the larger kit, Tamiya's 1:48 scale Panzer II has the track guards moulded to the upper hull, but in this case the teels are moulded in place too.



Springs and suspension arms are moulded to the side parts of the lower hull.



The turret's surface detail is exquisite for such a small model. You'd be hard pressed to pick this as 1:48 scale here.



The link and length tracks are broken down the same as the 1:35 scale kit. The tracks themselves are just as nicely detailed too.



Tamiya's 1:35 scale Panzer II was joined by a smaller brother in 1:48 scale during 2011.

TAMIYA 1:48 SCALE PANZERKAMPFWAGEN AUSF. A/B/C

Tamiya's excellent 1:35 scale Panzer II was joined by a smaller version in mid-2011.

Tamiya's 1:48 scale Panzer II Ausf. A/B/C comprises 155 parts in dark grey coloured plastic; two metal rods as weights for the hull, two polythene caps and markings for three vehicles. This 1:48 scale offering represents the later version with the squared off front hull armour, as used in France and the Low Countries during 1940.

Moulding quality is every bit as good as the 1:35 scale kit. Even the lightly raised seam line around each road wheel is barely visible except under strong light.

Exterior detail is very good indeed. The grilles on the engine deck are moulded open. I was pleased to see that the sponsons are boxed in; while the track guard mounts, shovel, jack, jack block, Nettek light, smoke discharger and tow hooks are all separate parts. Tamiya has supplied inserts for the lower portion of the upper hull to completely box in the sponsons - nice touch.

The only real concessions to scale compared to the 1:35 kit is that the suspension arms for the road wheels are moulded as part of each lower hull side, and most of the on-vehicle equipment is likewise moulded in place on the

track guards.

All hatches and visors are separate, and the Commander's hatch may be posed open.

The Commander figure is well moulded and nicely detailed.

The headlights are also solid grey plastic.

In common with its big brother, this 1:48 scale Panzer II includes injection moulded link and length tracks. The long top run features subtle and convincing drape between the return rollers, while the curved runs around the drive sprockets and idler wheels are made up by multiples of two-link sections.

Unlike some of Tamiya's earlier 1:48 scale kits, the lower hull is all-plastic. However, if you yearn for full 1:48 scale 8.9 ton weight, Tamiya does supply two metal rods to be fitted inside the lower hull. These are not structural though, so their use is purely optional.

Instructions are clearly called out in 16 illustrated steps.

Markings are supplied for the same three vehicles that are offered in the 1:35 scale kit. An interesting innovation is the use of a decal with uniform black dots to represent the perforations in the otherwise solid muffler. Two versions are supplied. It will be interesting to see how this looks on the finished model. ▶



Markings are supplied for three vehicles. The spotty rectangles are supposed to depict the perforations in the muffler heat shield.



All the parts were clipped from the sprues, cleaned up and re-packed into three resealable plastic bags.

◀ BUILDING TAMIYA'S 1:48 SCALE PANZER II

With only 155 parts, Tamiya's new 1:48 scale Panzer II Ausf.A/B/C was never going to be a time-consuming build, but even that modest parts count belies the kit's ease of construction.

The model really flies together. First I clipped all the parts from the sprues, cleaned up attachment points with a sharp hobby knife and a sanding stick, and re-packed them into three zip-lock plastic bags.

Unlike the 1:35 scale kit with its one-piece lower hull, the 1:48 scale kit features separate side, front and rear panels. Before these were glued in place, I decided to use the chrome-plated steel weights in the bottom of the hull. These were secured using the plastic retainers provided, but I also glued the metal ingots to the floor using super glue to make sure that the heavy weights did not come adrift

after assembly.

The running gear is very straightforward, being single wheels glued to an axle fixed to the hull side. No poly caps here! The lower hull and wheels were assembled in less than an hour.

One entire side of Tamiya's link and length tracks is made up from just 15 parts. I commenced by installing the top track runs. These were glued to the tops of the return rollers. I then worked from the front top of the track run, around the drive sprockets and along the bottom run, finishing up with the two-link sections around the idler wheel. After the parts had been removed and cleaned-up, both track runs were installed in less than an hour.

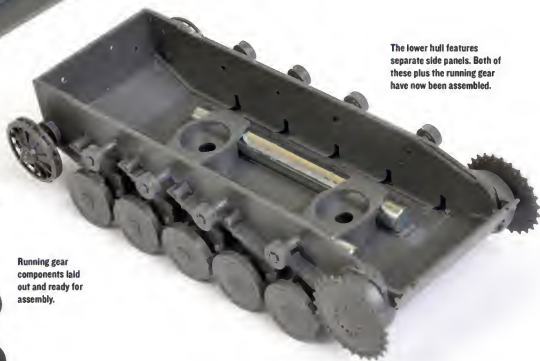
The turret held no surprises either, although I have delayed installing the gun barrels and Commander's hatches until after painting. ▶



Two metal ingots are supplied to lend some scale weight to the plastic lower hull.



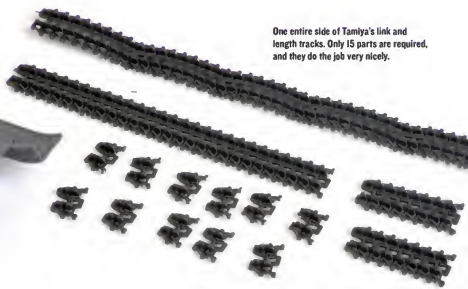
Running gear components laid out and ready for assembly.



The lower hull features separate side panels. Both of these plus the running gear have now been assembled.



Tamiya supplied sponson blanking plates to seal off the bottom of the upper hull - nice touch.



One entire side of Tamiya's link and length tracks. Only 15 parts are required, and they do the job very nicely.



The tracks start with the top run. These are glued to the tops of the return rollers.



I worked from the front top of the track run, around the drive sprockates and along the bottom run, finishing up with the two-link sections around the idler wheel.



The upper hull in place. The model is starting to take shape now, and in world record time.

The turret features separate visors. Detail is good.



Next time, I will spray the inside of the lower hull black before I glue the upper hull in place. The shiny chrome-plated ingots will be very obvious through vents and hatches.



Tamiya's 1:48 scale Panzer II Ausf. A/B/C complete. This was a fast and enjoyable build.



Big and little. Well, maybe not that big really, but the scales of the two models are obvious when the 1:48 and 1:35 models are placed side-by-side.



Bronco's 1:35 scale Panzer II Ausf. D was released in mid-2010.

BRONCO 1:35 SCALE PANZERKAMPFWAGEN II AUSF. D

Bronco's 1:35 scale Panzer II Ausf. D was released in mid-2010. This was not the first Ausf. D in 1:35 scale (the ICM / Alan / Alanger kit has been around for more than a decade), but it is certainly the best by a large margin.

Bronco's kit features beautifully crisp surface features, useful options including positionable track tensioners and separate hatches, innovative engineering such as separate tyres for each road wheel, and superb detail.

The price for this innovation and high level of detail is comparative complexity.

With 492 parts in grey plastic, six more in clear plus another 25 on a small photo-etched fret, Bronco's Panzer II Ausf. D has more than double the number of parts of the 1:35 scale Tamiya Panzer II Ausf. A/B/C, and more than three times that of the 1:48 scale kit.

Perhaps the raw parts count overstates the contrast though, as 220 of the parts in the Bronco kit are individual track links compared

to a total of 30 link and length track parts in the Tamiya kits. Even so, each of the 220 track links must be freed from four sprue attachments then cleaned up. I decided quite early in the project that I would not use Bronco's tracks, instead purchasing Modelkasten's workable "Pz.II.D (Early)" individual track links, item no. SK-54. These links are attached by just two sprue points each, and the detail looks a bit crisper than the kit parts.

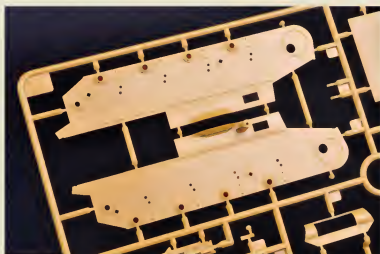
With the question of the tracks resolved, it was time to commence construction. The lower hull is made up from separate parts for the floor, the sides, the front and the rear.

Each suspension unit is built up from four pieces. You will need to keep careful track of the differently numbered suspension arms when they have been cut from the sprues, as some of them look quite similar and it is easy to get them mixed up. Assembly itself requires some patience, but fit and detail are excellent.

The double road wheels include separate injection-moulded tyres



The kit features crisp and fine detail.



The hull sides are full-height, reaching from the bottom of the hull to the top deck.



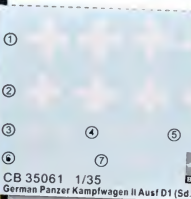
The road wheels feature separate injection-moulded plastic tyres. If you wish, you could leave these off during main construction and paint them separately. I didn't though.



Vision blocks and headlight lenses are supplied in clear plastic.



The modest photo-etched fret includes some small but essential detail parts.



Markings for four vehicles are provided on the simple decal sheet.



The individual track links are well detailed. Each is retained by four sprue attachments, so a fair amount of cleanup will be required.



The lower hull is not technically a "flat pack", but it is made up from separate sides, floor, front and rear panels.



The assembly of the suspension units is fiddly, and you will need to keep careful track of similar looking parts with different numbers.



The suspension arms, bumpers and drive sprockets in place.



The idler wheel mount and track tensioner assembly. The arm for the idler wheel mount can be swung into a range of different positions. With some extra time and effort the tensioner might be made workable.



One of the few modifications made to the hull was texturing the muffer with stippled Tamiya Surfacer. The photo-etched deflectors may be seen here too.

plus a solid plastic washer trapped in place by a hub cap. If you wish, you could leave the tyres off until the vehicle was painted, then paint them black and attach them at the last minute. However, I decided to assemble the entire wheels at this stage. Somewhat to my surprise, I found that the plastic washer allowed the wheels to be clicked into place on the axles without glue. This would permit the wheels to rotate. However, I couldn't see much advantage in having moveable road

wheels. A few of the wheels popped off at inopportune times too, so I glued them all in place.

The track tensioner unit may be positioned thanks to the moveable swing arm and a separate plastic pin.

Before attaching the muffer, I stippled the plastic with Tamiya Surfacer to add some texture.

The remainder of the basic hull assembly was very straightforward. The only minor wrinkle was the slightly indistinct fit of the very

fine horizontal photo-etched guards on the side engine deck vents. Otherwise, the fit of the separate panels and hatches was excellent.

The track guards are little models in their own right, with tools and fittings being installed before the guards are attached to the hull. I particularly liked the six-part jack, which can theoretically be made to be semi-workable. The eight track guard supports are provided in photo-etched metal. The headlights are hollow plastic parts with separate clear lenses. ▶



The horizontal guards on the engine vents are fine photo-etched parts. These were also fiddly.



The upper hull is made up from multiple panels. These all fit well.



The hatches on the engine compartment are separate but there are no interior bulkheads or engine detail.



Parts are added to the well-detailed track guards before they are attached to the model.



Although assembly was fiddly in a number of areas, fit was generally very good indeed. A smear of Tamiya Surfacer was used on the engine hatches to reduce the emphasis on a deep join line.



The retaining strip for the jack block was lost to the ravenous carpet monster, so a new piece was fabricated from a few pieces of scrap plastic strip and a resin wing nut.



The turret interior is fitted with beautifully detailed and fully workable visor mounts. Have I already used the word fiddly?



Aber's gorgeous turned metal 2 cm KwK 38 L/50 barrel (part no. 35L-88) was used to replace the kit's plastic part. The kit's barrel is nice, but Aber's is pure luxury.

The small arms are designed to attach to the rear of the turret visors.

After all the fittings were installed, the track guards were attached to the side of the hull with a line of Tamiya Extra Thin Liquid Cement brushed along the underside of the join. Once again, the fit was excellent, but there is some margin for error so test-fit thoroughly before applying glue.

The turret interior is fitted with beautifully detailed and fully workable visor mounts, but their cleanup and assembly does demand time and care. They look great when finished though.

Aber's gorgeous turned metal 2 cm KwK 38 L/50 barrel (part no. 35L-88) was used to replace the kit's plastic part. The kit's barrel is nice, but Aber's is pure luxury.

INTERMISSION

It was interesting to work on these three models side-by-side.

The comparisons between the Bronco and Tamiya 1:35 Panzer IIs were most interesting. They are both very accurate. Surface texture is a dead heat between the two, while Bronco probably has a slight edge in terms of detail.

The biggest difference is the number of parts and hence the amount of time required to build the kits. Tamiya's manages its simpler parts breakdown without compromising detail – an impressive feat.

They are both excellent kits though, and as they are quite distinctly different versions, you won't have to choose between them!

Modelspec

Tamiya 1:35 scale Panzerkampfwagen Ausf. A/B/C [Sd.Kfz.121] French Campaign Kit No. 35292
Tamiya 1:48 scale Panzerkampfwagen Ausf. A/B/C [Sd.Kfz.121] French Campaign Kit No. 32570
Bronco 1:35 scale Panzerkampfwagen Ausf. D. Kit No. CB35061

Accessories Used

Aber 2 cm KwK 38 L/50 barrel. Item No. 35L-88
Modelkasten "Pz.II.D (Early)" individual track links. Item No. SK-54
Plastic Strip
Resin wing nut

- ✓ All kits are accurate and feature a high level of detail. Tamiya kits are very fast and easy to build.
- ✗ Some delicate parts and fiddly assembly sequences on the Bronco kit.

Available from

Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net
Bronco kits are available online from Hobbies www.hobbies.co.uk

Rating ●●●●●●●●

NEXT TIME:

Next time, Brett will paint and weather the three Panzer II models. It will be any colour you like as long as it is Panzer Grey.



The 2 cm barrel in place. Note the fine detail on the kit's MG 34 machine gun barrel.

Bronco's 1:35 scale Panzer II Ausf. D is very well detailed with crisp surface features, but some of the fiddly assemblies means that it is best suited to experienced modellers.



“I did not intend to finish three Panzer II models at once. It just turned out that way...”



Next time we will paint the three models.



HBB85502
1:35 - M107/M108 HETS



HBB82459
1:35 - GMC Bofors 40mm Gun



HBB82475
1:35 - CV90-40C



HBB83517
1:350 - PLA Navy Type 035 Ming Class



HBB83409
1:700 - USS Arleigh Burke DDG-51



1:35
MIN35555
1:35 - European Tiled Roof



1:35
MIN35127
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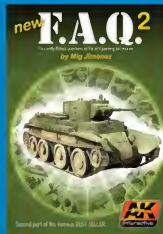


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Kit Form Services adds the iconic Cold War British Ferret Scout Car to its growing range of 1:24 scale subjects. **The Editor** takes a detailed look inside the stout box.

A FERRET FOR ALL SEASONS

The Ferret Scout car is a British reconnaissance vehicle produced between 1952 and 1971 by the UK company, Daimler. It was widely adopted by regiments in the British Army as well as Commonwealth countries throughout this period. The Ferret was developed in 1949 as a result of the British Army's need to obtain a replacement model for its Second World War light armoured vehicles. Due to the success of their Reconnaissance Scout Car, the "Dingo", Daimler was employed to design and manufacture the Ferret.

The Ferret shared many similar design features with the Dingo and Canadian Ford Lynx, but featured a larger fighting compartment and an optional small machine gun turret. It was built from an all-welded monocoque steel body, making the vehicle lower but also making the drive extremely noisy inside as all the running gear was within the enclosed body with the crew. Four-wheel drive was incorporated together with "Run flat" tyres, which kept their shape even if punctured in battle thus enabling a vehicle to drive to safety.

The turret, though not fitted to all models, carried a single machine gun. Six grenade launchers fitted to the hull (three on each side) could carry smoke grenades.

The Ferret is small and fast enough to be used in an urban environment but strong enough to negotiate rugged terrain off road. The Ferret is no longer in service in the British Army, although several Commonwealth countries still operate them to this day. They have been popular with private collectors due to the compact size and affordable price.

A total of 4,409 Ferrets, including 16 sub-models under various Mark numbers, were produced between 1952 and 1971.

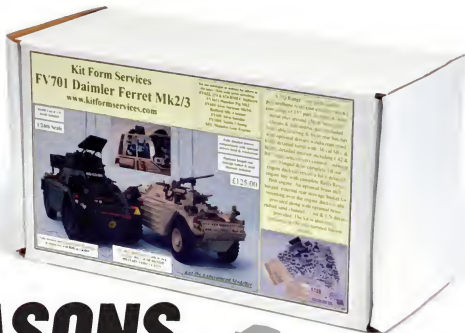
It is possible to upgrade the engine using the more powerful FB60 version from the Austin Princess 4-Litre-R; this upgrade would provide 55hp over the standard B60 engine. *

Kit Form Services specialises in 1:24 and 1:25 scale civil trucks and a more recent range of military vehicles. Their expanding 1:24 scale military range includes three versions of the HMLC Stalwart, a Humber Pig Mk.2, Saracen Mk.5/6, Bedford MK 4 tonner, FV601 Saladin. An FV1801 Austin Champ and an AEC Matador Gun Tractor are both also in the final stages of production.

Kit Form Services' newest release is a 1:24 scale FV701 Daimler Ferret Mk.2/3. This kit offers parts to build either the turreted scout car or the turretless liaison vehicle.

KFS' 1:24 scale Ferret Mk.2/3 comprises 157 parts in grey resin and white metal, with a further 150 parts on two impressive photo-etched frets at the bottom of the stout cardboard box. The resin parts are lovingly packed into six separate improvised bubble wrap bags to ensure safe delivery. This multi-media feast is rounded out with several lengths of brass, two plastic rods, a metal tube, three light lenses and four red lights, plus a sheet of textured khaki vinyl. Markings are provided for a number of different units, with the option of European or desert camouflage. United Nations markings are included too, for fans of white paint.

The resin parts are flawlessly presented with beautifully crisp detail. The casting is amongst the best you will find. Also pleasing is that the casting blocks range from



The one-piece resin lower hull is a remarkable piece of casting.

The lower surface of the hull, showing locating holes for the suspension. Additional photo-etched parts are employed to detail the inspection covers.

Treadplate, doors, the driveshaft cover and more are cast inside the lower hull.

Turret parts.

The upper hull casting.

Detail is also cast onto the inside of the turret.

*Historical text courtesy of Wikipedia http://en.wikipedia.org/wiki/Ferret_armoured_car



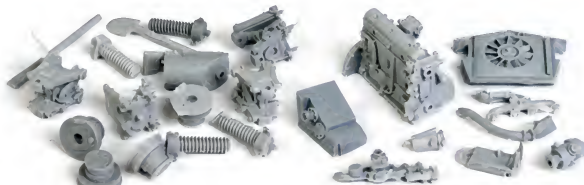
Hatches and packs and jerry cans, oh my!



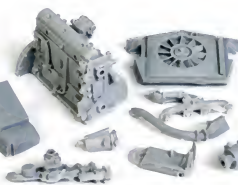
Stowage bins and smaller details.



The casting of the smaller elements is ever bit as good as the main parts.



Suspension components. White metal and photo-etched parts will supplement these.



The main engine and radiator parts. The engine compartment is a pleasing jumble of detail.



The wheels and tyres – painting these will be easy!

small to non-existent. Cleanup will not be a major chore for this project.

The most impressive chunk of resin in this most impressive kit is the one-piece lower hull. It has the four fenders, plus the engine compartment bulkhead and internal structural features all cast in place. It is essentially ready to use straight from the box, with no casting blocks or scars to worry about. Amazing.

The upper hull and one-piece main turret castings are beautifully presented too, with just some feather-like flash to remove before assembly.

Smaller resin parts maintain this high standard.

The kit features complete internal detail including a jam-packed engine compartment, transmission and drive train; and a fully-equipped fighting compartment and turret.

On the outside, we have resin and white metal suspension units that will allow the wheels to be turned even after assembly, a photo-etched muffler heat shield, and stowage in the form of jerry cans and various packs. All turret and hull hatches are separate, are detailed inside and out, and may be posed opened or closed. According to the instructions, with care and patience the engine access hatches may be made workable after assembly. The periscope blocks may be glazed with supplied acetate sheet.

Instructions are supplied on

18 pages of A4 paper. They offer ample illustrations that are explained with related text. This is a complex kit, so I recommend that you make yourself thoroughly familiar with the instructions before you start gluing parts together.

The headlights are worthy of mention too. The lens is textured and the light has a silver backing. These should look great when mated with the resin headlight body. The orange and red tail lights will add character too, as will the reflectors using a combination of white paint and red decals.

The kit decals are in perfect register with good colour saturation and are matt in finish.

Kit Form Services' 1:24 FV701 Daimler Ferret Mk.2/3 is thoroughly thought out, beautifully cast and spectacularly well detailed. David Jane should be congratulated for his excellent work on the kit master too. It might not be cheap at £125.00, but in my view KFS' 1:24 scale Ferret does represent good value for such a lavish package.

This is an amazing kit. When our esteemed Publisher saw this sample arrive for me at the office, the exact words in his email were "you are sooooo lucky!"

When your KFS Ferret arrives, you'll feel lucky too.

Highly Recommended. ■

Thanks to Kit Form Services for the sample
www.kitformservices.com



White metal parts included in the kit.

Two large photo-etched frets plus brass and plastic rod are also supplied.

The headlights, tail lights and reflectors will look great on the finished model.

Metal tube.

Textured khaki coloured vinyl is also included.

At least four specific vehicles are offered on the decal sheet.

I won't be able to leave this alone for long. Check out the Issue 70 of MMI for the first construction instalment of an ongoing series!



THE JACKAL'S LAIR

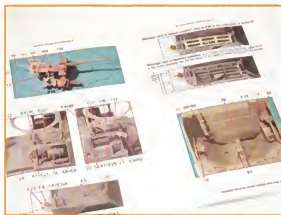
BRITISH PATHFINDERS IN AFGHANISTAN 2010



Accurate Armour's Jackal 2 comes packed in sturdy cardboard box.



Large and small resin parts are separated into several plastic bags.



Some of the instruction diagrams and construction sequences can be a bit hard to follow.



A photo-etched fret is included as part of this multimedia feast.

José Brito builds Accurate Armour's new 1:35 scale multimedia Jackal 2, and places it in a scene of devastation.

If there is a hell on earth today, that place must be Afghanistan. In fact, Afghanistan must barely know what it is like to live in peace. Afghanistan has been at war for as long as we can remember.

Afghanistan has been the graveyard of many empires and we still do not know how or when the ongoing conflict will end. In recent decades, it was a deadly quagmire for the Soviet Union and in the last decade has become a nightmare for many countries that are fighting the terrorist threat and Al-Qaeda insurgents.

The British Pathfinders are included amongst the international troops fighting in Afghanistan. They are well trained, well prepared and they operate in some of the most remote, dangerous and deadly places on the planet.

ACCURATE ARMOUR'S JACKAL 2

IN 1:35 SCALE

Accurate Armour's Jackal 2 is very original and can be transformed into an impressive and interesting model. It is a full resin production with a small photo-etched fret, clear parts, with some additional white metal parts included. Accurate Armour also provides a small decal sheet.

However, lots of flash will need to be removed from the resin parts. Besides that, Accurate Armour mixes huge parts with small parts inside the bags. In the end, as you can imagine, some of the more delicate parts are broken.

The instructions are not very clear and some steps can be intriguing, to say the least. Finding the parts in the bags can be a real test to your patience.

Even so I think that this kit deserves a positive rating. Why? Because it is accurate, original and depicts a modern subject. Also, we don't have a 1:35 scale Jackal 2 in injected plastic.

CONSTRUCTION

Inside the stout, fairly plain cardboard box we are presented with a large number of resin parts,

a photo-etch sheet, instructions, clear parts and decals.

Apart from the aforementioned flash, there are also a number of big resin blocks to be removed. So, besides not being a kit for a beginner, it will also be necessary specific tools to deal with this kit.

Being a multimedia kit, made in very different materials, a strong glue is needed. As is my usual practice, Deluxe Materials Rocket Hot was used. Being a very thin and super strong glue, it is ideal to use as capillary with the thin liquid being drawn into the most difficult and inaccessible areas.

Several subassemblies were completed, but finding good reference pictures of the Jackal 2 was not easy. The Internet and some specific sites provided a few.

The model was completed in sub-assemblies and a final dry fit was made before painting.

The construction and detailing was very time consuming over a period of several weeks.

PAINTING AND DECALS

As the Jackal was made up from parts in resin, photo-etch and others scratch built from plastic, a good primer coat was essential. As usual, my models are primed in Vallejo acrylic primers. In this case I used the Vallejo White Primer 73600. Vallejo primers dry very fast and make the surface very smooth, ideal for airbrushing. They must be airbrushed in several thin layers in order to maintain the surface detail.

Once the primer was dry, the model was airbrushed in Vallejo Model Air 71027 Light Sand. Like the primer, it was airbrushed in several layers to keep the delicate surface detail.

Colour variation was achieved by airbrushing the model in Vallejo Model Air 71027 Light Sand and Vallejo Model Air 71075 Sand. Once again, airbrushed in heavily thinned layers.

Before starting the weathering and finishing stage, the decals must be applied. The entire model was airbrushed in Vallejo Model



A number of specialised sanding and cutting tools will be helpful when cleaning up the resin parts.



Rocket Rapid thin super glue was used for most of the construction. The capillary action draws the thin liquid into the gaps between parts.

◀ **Air Gloss Varnish.** This delivers even more shine and strength to the surface of the model, ideal to receive the decals. Next step is applying a small portion of Vallejo Decal Fix in the spot where the decal will be placed. This product will improve the decal setting.

The decal is dipped into water for a few seconds and then placed in the desired spot. The excess water is gently removed. Usually I use a cotton bud or a small piece of tissue paper.

I applied a small amount of Vallejo Decal Medium over the decal. This product softens the decal and helps the decal setting. In fact, this product will almost destroy the decal. The decal will have a terrible wrinkly appearance while the solution is still wet but don't worry, once Vallejo Decal Medium is completely dry, the decal will look great – as if it has been painted directly onto the surface of the model.

To finish the job, the entire model was airbrushed in Vallejo Model Air Matt Varnish. The varnish will protect and seal the decals.

WEATHERING AND FINISHING

Several details were picked out in Vallejo acrylics. The tyres, fire extinguishers and some other small details were carefully brush painted. Other areas were also brush painted in order to increase the base colour variation. Several sand shades were used and applied very thinly.

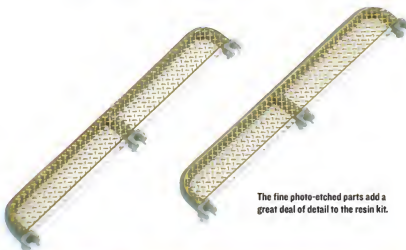
The weathering and finishing started with a well-thinned wash of MIG Productions 502 Abtelling oils. The mix was achieved by mixing the oils with a thinner from the same company. Several colours were used in order to achieve a more realistic look.

Once the oil wash was dry, some pin washes were applied using MIG Productions' Brown Wash and Dark Wash. These were only applied around the recessed and raised areas once again thinned in thinner from the same company.

Several other effects may be achieved using the wide range of products from MIG Productions like the Rain Marks wash. This wash, applied in vertical lines, adds an extra touch of realism to the model.



Suspension units cleaned up and ready to be attached to the chassis.



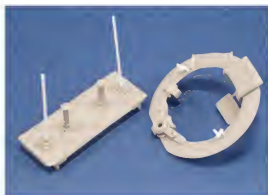
The fine photo-etched parts add a great deal of detail to the resin kit.



A toothbrush can be a specialised model tool too! This is very useful when cleaning up very fine flash between and inside resin parts. Don't brush your teeth with it again though.



A metal applicator is used to deliver the glue to those hard-to-get-at places.



Some of the resin parts were enhanced with scratch-built additions made from plastic strip and rod.



Plastic detail added to the inside of the doors.



Accurate Armour has delivered a very high level of detail on the inside of the vehicle.

With all the wash work completely dry, several Vallejo pigment colours were applied in order to achieve the dusty effect. In this case they were applied using the dry method. The "dry method" means that they are applied directly from the jar and then they will be later fixed in place.

The pigments were fixed in place

with Winsor & Newton Artists' White Spirit. All we have to do is apply several drops over the pigments by brush and allow it to dry without touching or interfering any further. During this process, the model will turn very dark and it may seem that the pigments disappear, but once the White Spirit evaporates the pigments will reappear and they will

look very natural and realistic.

The model was now complete and ready to be placed in the diorama. All the techniques combined to deliver a very natural and convincing look. That there are almost no paint scratches used on this model. After all, this is a modern vehicle that was sent into action only a few months ago.

BASE AND DIORAMA

I like bases with bulk. In my opinion they look more interesting. As usual the base is a wood piece and the sidewalls are in balsa wood.

I randomly applied white glue to the interior. It was then filled with heat isolation foam used in civil construction. The heat isolation is cheap, easy to find and easy ▶



The basic vehicle completed.



The model was built in various sub-assemblies, then brought together when they were all complete.



Layers of detail are added to the basic vehicle. Here we can see the rear doors and aerials in place.



Some of the interior elements including the seats have not yet been installed to make painting easier.



The range of rocket glues and the fine pin-flow applicator used to deliver them.



The model was airbrushed in a base camouflage coat of Vallejo Model Air 71027 Light Sand.



Before starting the weathering and finishing stage, the decals must be applied.



The completed model received several thin coats of Vallejo white primer.



Colour variation was achieved by airbrushing Vallejo Model Air 71027 Light Sand and Vallejo Model Air 71075 Sand.



Details were picked out in Vallejo acrylics. The tyres, fire extinguishers and some other small details were carefully brush painted.

to work. It is also lightweight and ideal to fill big areas. Another coat of white glue was applied and another piece of foam was added just to give some extra bulk.

I wanted to represent a house in ruins and a scene of close combat. I had an old Verlinden run in my stash for ages and now was the time to use it. Finally its time has come.

Some planning was necessary before making more progresses as I wanted the major elements to be placed over an invisible diagonal line. This will make the scene more dynamic and more visually interesting. The Verlinden ruins were detailed with some balsa wood and some debris.

In order to represent the terrain, the foam was covered in

Vallejo Dark Earth 26218 paste. Vallejo pastes are a coloured, slightly gritty paste of acrylic resin, pigment and micro particles. Applied with a brush or spatula, the product is easily shaped to render a sandy beach, desert dunes, churned up mud terrain of all kinds of conditions. It can be also used for rust and weathered metal textures. They dry in about 30-45 minutes

and the brushes or spatulas may be cleaned with water. They can also be mixed with all Vallejo products to achieve all kinds of finish. To achieve the desert colour and look, Vallejo Desert Sand 26217 paste was applied over the Dark Earth paste.

More debris including the wood floor and small rocks were placed in the desired spots and



Other areas were also brush painted in order to increase the base colour variation.



Selective pin washes were applied using MIG Productions' Brown Wash and Dark Wash.



Vallejo pigment colours were applied directly from the jar in order to achieve the dusty effect.

then fixed in place with the help of white glue very well thinned in water. Once the white glue is dry it will be transparent and the bond is very strong.

Once again, the ruins were airbrushed in Vallejo Model Air Acrylics desert and sand colours. The colour variation will add more interest to the scene and will also make it more realistic.

Some fading was achieved by applying Vallejo Model Colour Acrylics with a medium brush. These fading colours must be applied very well thinned and in successive layers.

Vallejo Model Air 71053 Dark Sea Green was airbrushed thinly in order to represent the smoke stains. This will also contribute for the colour variation and add more



Weathering and finishing started with a well-thinned wash of MIG Productions 502 Abtelling oils.



Rain Marks wash applied in vertical lines adds an extra touch of realism to the model.



The pigments were fixed with Winsor & Newton Artists' White Spirit.

visual interest.

Vallejo Model Air 71075 Sand was airbrushed above the entire base. This will represent the dust layer over all the spots.

MIG Productions washes and filters were strategically used in order to bring the ruins to life. Small spots were treated individually. They make all the difference once the base finished.

FIGURES

The insurgent figure came from The MIG Productions catalogue and he is just great. The pose is very natural and the detail is awesome. It only takes about half an hour to assemble and the fit is top class.

The British figures came from a Trumpeter box and I only replaced the heads and the machine guns. The resin heads came from the ▶



The insurgent figure came from the MIG Productions catalogue.



As usual, the figures were painted with Vallejo White Primer applied in several thin coats.



Toothpicks were used as handles for some of the smaller figure details to make handling easier during the painting stage.



Vallejo acrylics were used to paint the clothing, while oil paints were employed for the flesh parts of the figures.



The three British Pathfinders are Trumpeter figures with Hornet heads.



The resin L-85 machine guns came from TANK.



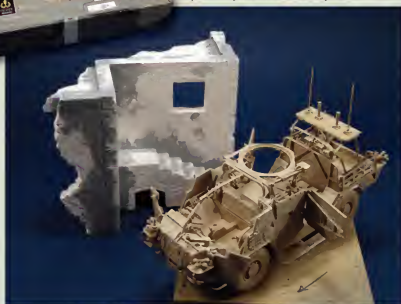
The completed insurgent.



Once again, all paints except the face were Vallejo acrylics.



This old Verlinden building had been sitting in Jose's cupboard for years. Its time has finally come!



The scene would be set along a diagonal centreline.



Broken floorboards and debris would feature heavily in the finished scene.

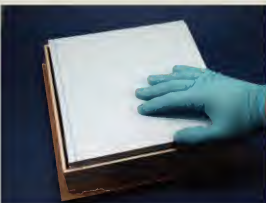
“Accurate Armour’s Jackal 2 is very original and can be transformed into an impressive and interesting model...”



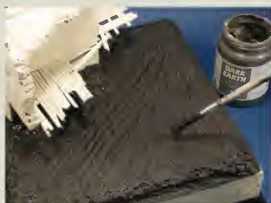
White glue was applied randomly inside the base's boundary box.



Heat isolation foam used in civil construction was the material of choice for the base.



A second layer of foam was added to bulk-up the base.



The foam was covered in Vallejo Dark Earth 26218 paste applied with a brush.



To achieve the desert colour and look, Vallejo Desert Sand 26217 paste was applied over the Dark Earth paste.



White glue was used to secure the debris. When dry, it will be transparent and the bond is very strong.



The ruins were airbrushed in Vallejo Model Air Acrylics desert and sand colours.



Oil paints were thinned and used to add yet more variation and shade to the details of the debris.



MIG Productions washes and filters were strategically employed in order to bring the ruins to life. Small spots were treated individually.

◀ Hornet range and the resin L-85 machine guns came from TANK.

Several gaps were treated with the help of Mr. Surfacer 1000 and, once completely set, all the figures were primed in Vallejo White Primer.

As usual, I painted all the figures in Vallejo Acrylics, except for the flesh areas that are painted in oils.

In the end, they received several pigment colours in order to get the dusty look. The helmet model is the MK.7 and are resin items from Accurate Armour.

CONCLUSION

The Jackal 2 from Accurate Armour is a demanding kit and definitely not one for the beginner. It can be transformed into a stunning model but the

construction process tested my patience.

Specific tools are required for cleanup. An extra session of yoga and colourful language during assembly might be good therapy too.

Accurate Armour's Jackal 2 is not a cheap kit - in fact, quite to the contrary - but we must see things from another angle. The subject is very original and we do not have the option of this vehicle in injected plastic. ■

The completed model is ready to be added to the scene.

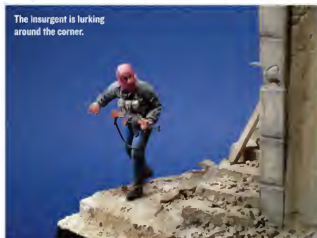


“Specific tools are required for cleanup. An extra session of yoga and colourful language during assembly might be good therapy too...”





The Jackal is carefully placed along the diagonal line determined during earlier planning.



The insurgent is lurking around the corner.



Two of the Pathfinder figures are placed in a highly visible position outside the passenger's side of the Jackal.



The stairs and rubble look very effective.



The combination of elements tell a compelling story.

The vehicle and the building are blended effectively into the sandy base.

Modelspec

Accurate Armour 1:35 scale Jackal 2 KIR No. K177

Accessories used:

- 1:35 MIG Productions, Alotri Palestinian, Item MP3515
- 1:35 Trumpeter, PMC in Iraq 2005, VIP Security Guards, Item 00420
- 1:35 Verlinden, Middle East / Afghanistan House Ruin, Item 1577
- 1:35 Hornet, several resin heads
- 1:35 Accurate Armour, UK MK-7 Helmets, Item A131
- 1:35 TANK, USAI and L86A1 British modern rifles, Item A-235

Materials and paints used:

Hood glue, Deluxe Materials glue solutions, Heat isolation foam, Wood base, injected plastic, Resin parts, Plastic card, Metal parts, Vallejo primers, acrylics, washes, pigments, pastes and thinners, MIG Productions oils, washes, filters and thinners, Winsor & Newton oil colours and thinners, Graphite soft pencil, Aquaplast - Robbiak, Fine sand, Plus Model Lead Wire

References:

Several Internet sites and forums

- ✓ The Jackal 2 is a very original subject, accurate and well-detailed.
The MIG figure is just wonderful.

- ✗ Not an easy kit - definitely not a kit for the beginner.

Available from

Accurate Armour kits are available online from their website www.accurate-armour.com

Rating ●●●●●●○○



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Luke Pitt takes a drive down memory lane in the new 1:35 scale ICM Mercedes-Benz G4.

FIRST-CLASS RIDE TO THE FRONT

The Mercedes-Benz G4 was an update from the earlier G1 and was designed in part at the request of the German Army. However, this six-wheeled off-roader was to prove too costly to produce and only 57 units were made in its convertible form (as produced by ICM).

The car featured an elongated box-section frame that allowed for generous interior room with comfortable seating for up to seven. Seating was provided by two benches (front and rear) and one middle-placed row of seats with separate arm rests.

The car has achieved somewhat of an icon status, partly by its use by Hitler as he visited the various fronts in the early stages of the Second World War and his famous/infamous lightning visit to France after their capitulation. For most of us though it, has been its appearances in various TV and movies we have all grown up with, some of which are Hogan's Heroes (Generals Burkhalter's staff car), Get Smart (A KAOS staff car), the movie Catch 22 (As Milo's staff car), and even the Simpsons (as Hitler's car).

The first kit of this vehicle I can remember being produced was by the Japanese firm "Tilt" in the

early 1970s and was for a time much sought after. The kit was little more than a toy, however and has since mercifully faded from view. Various aftermarket manufacturers have since given this vehicle a go with varying degrees of success.

This new kit from ICM represents the 1939 production variant that differed from the earlier versions by the inclusion of minor fittings and in most instances the addition of the standard German off-road tyre as opposed to the earlier knobblty versions.

The kit has some 210 parts moulded in sand plastic over five sprues, with one of these in clear plastic. A well illustrated and precise set of instructions is included with the option of 2 marking choices (one with a cream body and black fenders and the other in overall Panzer Grey).

The standard of moulding is very good. The main drive train is moulded as a multiple parts assembly and is very well done. The chassis is made up from a total of six parts and although I not a great fan of this approach, it is very well detailed and accurate when complete.

The distinctive coachwork is made up of several parts and is quite well done although the front engine louvres are moulded as solid. That being said however, the bonnet can be modelled in the open position to expose the very well detailed engine assembly which includes a separate radiator and most of the basic parts such as separate head, manifold and carburettor.

Overall, the engine detail is quite good but the addition of smaller details would greatly enhance its appearance.

The dashboard and instrument cluster is a good representation that includes a separate decal for the dial faces. The clear windshield and side window frames are moulded as separate parts that allow you to display the model in its convertible configuration only. The front grillwork is moulded in plastic, resulting in the distinctive radiator being solid. I would have liked this to be a photo-etched part but, for the most part, it is done very well.

The two fenders are moulded as separate parts and have their distinctive profile rendered to a high standard.

A set of four figures is included (one, with a brief case with include important war documents no doubt) and are in a word superb.

Overall this is a very good kit and is a quantum leap over all other kits of the type that have preceded it.

One thing that really does impress me with this kit is its overall feeling of quality. Over recent years ICM has lifted their game to such a point that they are as good and in some cases better than the class leaders. On a more personal level, I couldn't help but smile when I was reviewing this kit, thinking (as I do) of a small diorama of it passing through the gates of Stalag 17 with Werner Klemperer (Colonel Klink) uttering the words "Hooogan!"

Highly Recommended. ■

Thanks to ICM for the sample
www.icm.com.ua



Detail is very crisp and fine. The louvers on the bonnet are moulded solid.



The body is made up from separate panels, including the mudguards.



The texture of the seats is very authentic.



One of the front mudguards and running board.



The folded top for the convertible car.



Full engine detail is provided, which may be displayed under the open bonnet panels.



This later version was fitted with the standard German off-road tyres.



The dashboard is well detailed, and also benefits from decal instrument dials.



The clear sprue.

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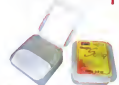
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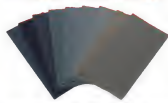
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- Tamiya's 1:32 P-51D Mustang
- Not one, but two Revell 1:24 Mercedes DTM's
- MiniArt's Valentine Mk.V in 1:35
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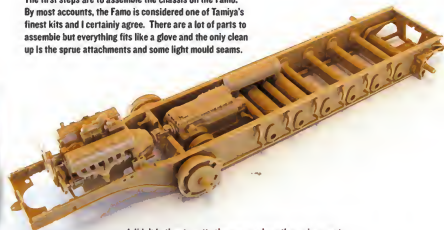
FLAK TRACK

Jim Wechsler converts Tamiya's big Famo into the even more imposing 8.8cm Flak 37 (Sf) auf Zugkraftwagen 18t.

Not surprisingly, Germany decided to mount their excellent Flak 37 88mm anti-aircraft gun on the 18t Famo half-track to provide mobile, high powered anti-aircraft support. Somewhat surprisingly, they added and armoured cab along with a new rear deck to mount the 88. The result was called the 8.8cm Flak 37 (Sf) auf Zugkraftwagen 18t (Famo 88 for short) and while the design seemed to work reasonably well, only a handful were actually produced - 17 by most accounts. ■



The first steps are to assemble the chassis on the Famo. By most accounts, the Famo is considered one of Tamiya's finest kits and I certainly agree. There are a lot of parts to assemble but everything fits like a glove and the only clean up is the sprue attachments and some light mould seams.



I didn't bother to putty the seams where the various parts attach since the fit is pretty tight and you really can't see much since it's only visible from underneath and I'll be mounting the finished kit on a base.

Tiger Models has recently released a new conversion to make the Famo 88. The conversion set comes with a large number of very impressive resin parts and a small photo-etched sheet. To make this conversion, you must also have Tamiya's Famo and Dragon's Flak 37 kits. Since I plan to show it in operation, I'm also going to add Dragon's Flak Artillery Crew.





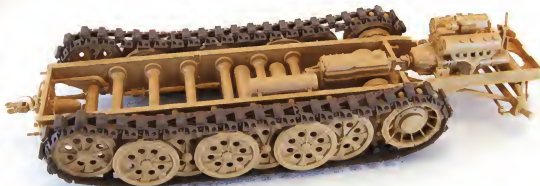
The next step is to put together the suspension. The tracks use an overlapping road wheel configuration like that of the Tiger and Panther. Assembly is easy. The rocker arms have a locking pin so they are fixed in the neutral position unless you remove it. Since I'm going to have the vehicle on flat terrain, I took advantage of this pin and got the suspension mounted quite quickly.

The front wheels' suspension nicely replicates the real one in allowing both wheel turning and also wheel up and down rocking. I left it movable for now but I'll glue it in place later when I mount the wheels.

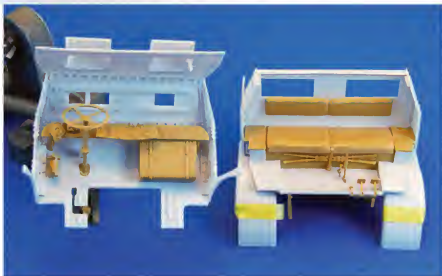
I next assembled the tracks. Tamiya offers a nice set of fully workable tracks and I wanted to assemble them early in build because FruiLissimo also offers two metal sets and I wanted to see if I felt the need to buy those replacement tracks.

After I built the kit tracks, I didn't see a need to buy replacements. The details are very nice and the only clean up is the sprue attachments. The tracks are simple to assemble since you just clip each link together and glue the rubber pad on top to lock each link in place. Of course, you do have to leave off the last rubber pad until you are ready to finally attach the tracks.

One note though. Tamiya indicates using 47 links per side but I found 46 to give a better track sag as you can see in the photo.

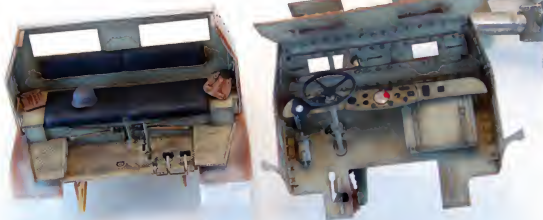


Finally it's time to start using the Tiger Models conversion parts. First up are the front fenders. The Tiger Models instructions are quite clear about the assembly sequence, including which steps to perform in the Tamiya instructions and which parts are not used. This is very helpful especially since many instructions simply show a few photos and let you work it out. However, the Tiger Models parts aren't numbered so you do have to allow for a little scavenger hunt when you looking through the massive pile of resin. I found no issues assembling the resin front fenders, their support brackets, and the replacement radiator. The resin parts require almost no cleanup and, even though they are pretty thin, they were not warped. Tiger Models uses a resin that is soft and flexible so you can basically attach these parts just like plastic, except you must use CA glue.



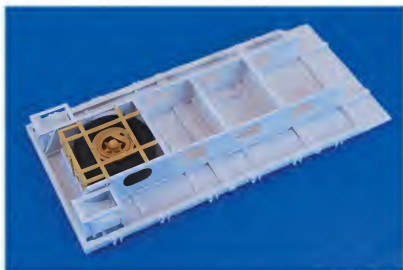
The next set of steps is to assemble the armoured driver's cab and interior. Tiger Models' instructions are quite specific in the sequence to follow they all but threaten to come to your house and beat you with a wet noodle if you don't follow these steps so of course I didn't. I originally planned to and for the most part I did, but I had to make a small deviation because you simply can't paint the interior if you assemble the whole cab ahead of time. The change I made in the assembly was to dry fit the front wall and then glue the roof to it but not to the back wall. By doing this, I could remove the front wall and roof so I can paint the interior and then glue the whole assembly to the chassis and back wall once it's painted and weathered.

I painted the cab by starting with a brown base coat. I then panel faded using Tester's Model Master US Army/Marines Sand and then another panel fade with Model Master Sand. Once dry, I painted the details, added a few small personal items and then gave the entire cab a flat coat. I followed this with a wash of Raw Umber oil paint thinned to a 10/90 ratio. Finally, I dry brushed with flat black to give it a worn look. Once dry, I applied another flat coat and then made the glass on the dial using gory. This was a pretty straightforward effort since the cab interior is really not a major focus of this model.

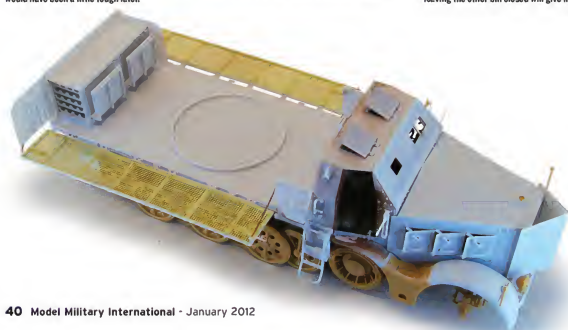




I hadn't planned to add figures in the cab but these guys were on sale for only \$7 USD for the pair - too good to pass up! The fit is pretty good but I did use a hairdryer to squeeze the driver's legs together so he would sit properly. Otherwise, I had to shave off their bottoms to get them to sit flush on the bench. They are still a bit tall and the helmets stick up into the openings of the roof hatches. Not perfect but I can live with it. I followed the painting on the box for their uniforms.



With the cab finished I moved on to the rear deck. The assembly is quite straightforward and the instructions are clear so the work isn't too tough. The spare tyre does require a bit of patience to trim the Tamiya parts to the right width and length. Also be sure to glue the tyre to the Tamiya frame since it rests on it when mounted on the chassis. When I test fitted the floor to the chassis I found that I needed to trim a little off the front of the support beams to slide the floor fully forward so that it would butt up against the cab's back wall. I am glad I tried it at this time since this work was pretty easy now and would have been a little tough later.

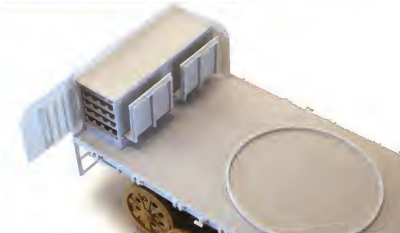


The last two steps took a long time with all the painting and weathering but now the construction can continue. I assembled the cab and despite Tiger Models' concerns that I didn't follow their instructions, it went together with no problems. Then I turned to the engine cowl. This is a nice set of thin-walled parts but you have to do a little detective work to realize there is a front brace that holds the hood and sidewalls together. It's behind the wedge-shaped part and ends up in front of the radiator. I had little trouble assembling the parts and the fit of the cowl to the chassis was really tight so I decided not to glue it at this time. That will allow me to paint the engine and interior parts while I'm doing the overall painting and then I'll glue the cowl in place at the end. On each side of the cowl are three ventilation doors. TMD provides two types. The one I used has the flared back end but there are also a set of flat parts. I chose the ones I did because it makes it possible to see into the engine area a bit so I'll paint in there to add a little more '3D' effect to the model.



About the only problem I ran into was with the fender posts. The way they are attached to the pour block makes them tough to remove and keep a round cross-section. I had to clean up the Tamiya ones and remove a few fairings that are on those. Not a big job though.

I wrapped up the front cab work by adding the small details. The only point to note is to be careful getting the ladders and the support holders (the 'buckets' behind the ladders) to line up. These need to be parallel to each other and also lined up to the cab.



Sitting on the back of the rear deck are the two large ammo bins. These are built up from a series of thin castings. The detail is great but the thin castings did warp a bit so a little hot water bath was needed to get them flat. Also, I found the ammo shelves needed a little trimming to stack on top of each other correctly. It is worth noting however that once you put the ammo in the racks, they self-align. Tiger Models provides some very nicely cast shells but I have a couple sets of Tamiya's brass ammo that I installed at the end. I wound up only opening one bin since I want to throw on some other stowage and leaving the other bin closed will give me the room for it.

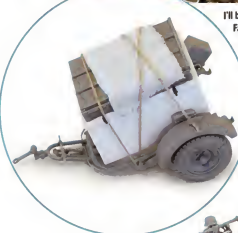
The last parts of the conversion are the two side panels that fold up for transport and down to make additional workspace when in operation. They are made up of a photo-etch mesh and resin supports. The resin supports needed a good amount of clean up but otherwise everything fit pretty well. There are a pair of chains for each panel they are glue to a couple of tiny eyelets that are also included. Finally, there are two support braces on each side (not shown in photo). These are easy to assemble but be sure to tilt the Famo on the tracks to determine the correct angles for positioning. So that wraps up the conversion. At this stage the vehicle looks spartan and seems to be missing something. Oh yeah, a big 88mm cannon!

This conversion requires that you use Dragon's Flak 37 kit. It is now out of production but I was able to find one on eBay for a reasonable price. This kit is quite extensive and allows you to make a Flak 18, 36, or 37 and also contains a number of sub-options. The part count is huge but since I only needed to make the gun and not the mount or trailer, it was manageable. The result is very impressive and the gun even raises and lowers, though I ended up gluing it in place. One important note is that is not mentioned in the Tiger model instructions is which of the three gun shields should be used. In looking at the reference photos, I was able to determine that the correct option is called the 'pressed shield' in the Dragon instructions.



I'll be the first to admit that I have no idea if the Famo 88 ever towed an ammo trailer. There are so few photos that it is nearly impossible to know, but the 88mm anti-aircraft gun can go through a ton of ammo so it seemed plausible. The trailer is from the Dragon 20mm flak gun kit. You actually got one with the kit and another with the figure set so I had a spare. I scratch built the ammo box out of D40 shot plastic and then added the ammo boxes on top which came with the Dragon figure set (next chapter).

I used some of the figures from Dragon's Flak Artillery Crew #6275. I was disappointed that the guy sitting on the gun seat didn't fit at all so I had to give up on him. The other figures are really nice and should help fill up the space on the Famo.

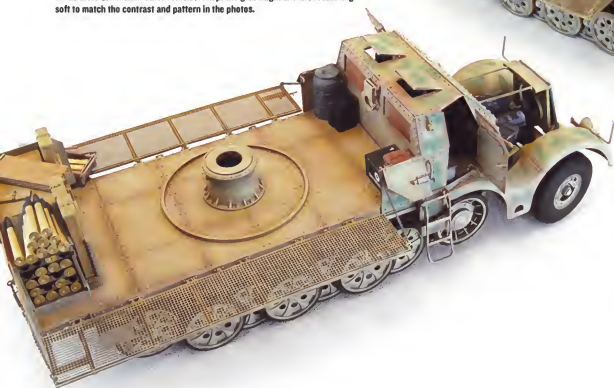


This shows the project before paint. I did add the ammo boxes and crates plus a tarp. Later I'll add some shells on the tarp to add some colour.



"Despite the endless warnings from Tiger Models, the conversion is actually pretty straightforward thanks in large part to the high casting quality and the use of two excellent donor kits..."

Painting the model starts with airbrushing. I used a panel fading of Testor's Model Master Enamels Military Brown, British Light Gulf Sand, and Sand for the base yellow colour. It's not too hard but very it is very time consuming since there is a lot of surface area to cover. Once dry, I gave the model a dry brushing with Sand and then added the green mottling camouflage scheme. Most of the photos show the Famo 88 in plain yellow but a couple look to have a mottling. There's no way to know if it was green or brown so I chose green simply because I think it was more common in other vehicles. I kept the green light and the feathering soft to match the contrast and pattern in the photos.



With the airbrushing completed, I began the long process of painting the details on the model. The most time consuming was the rubber tyres on the road wheels. Normally this isn't too bad since I will airbrush the dark grey first and then just touch it up but I forgot so now I had to go in with a brush and do the whole thing. My mistake was paid off in about 2 hours of careful brushwork. Beyond that, the bulk of the detail painting was just the ammo boxes and reworking up the engine. I made no effort to paint the engine carefully since it is all but invisible once the hood is in place. Then I glued on some of the loose parts. These included a couple of storage items from Verlinden that are just behind the cab and the ammo which is the nice brass ammo from Tamiya. Tiger Models also gives you a nice set of resin ammo but the pour block is right on the end of the shell which is what is most visible when it's installed in the rack so I ended up using the Tamiya brass empty shells for the ones on the racks.

The first step in the weathering process was to give the model a light wash/filter with thinned Raw Umber oil paint. This darkened the yellow to the shade I wanted, blended the green with the yellow, and added a little accent to all the details, most notably the rivets. When I added a few streaks using Raw Umber and Black oil paints. I tried to pick logical places for the streaks such as rivet heads, grab handles, etc. Once finished, I gave the underside of the model coat of thinned Tamiya JN Brown to simulate the dirt build up. Then came a flat coat. Once dry I added some MIG Pigments Dark Mud to the underside. I had thought about actually making a muddy and wet scene since the figures are all in cold weather gear but I just couldn't bring myself to do it since I really like all of the lower hull details and adding mud would have really covered most of it. Instead, I went over the lower parts with dark pigments to simulate a cold and dry scene. Finally, I dry brushed with flat black to simulate the typical wearing and scraping that can be seen on vehicles. I'm not a big fan of paint chipping since I don't see that much in the photos but I do see a lot of worn areas so that's the look I try to replicate.



The only thing left is to make a base. The Famo 88 has a huge footprint. After playing around, I determined that a base 15 inches long and 7 inches wide would be the minimum size that I would need to fit the vehicle. Any thought of something more elaborate was cancelled because I simply don't have the space in my house!

"By most accounts, the Famo is considered one of Tamiya's finest kits and I certainly agree..."

This is certainly an eye-catching piece. Despite the endless warnings from Tiger Models, the conversion is actually pretty straightforward thanks in large part to the high casting quality and the use of two excellent donor kits.



The tree is a resin item from Armand Bayard and the leaves are from Hudson Allen.



The groundwork is dirt from my yard mixed with a wall repair product called 'Presto Patch' and some black paint to give it that dark and cold look of early winter.

Modelspec

Tamiya 1:35 scale Famo. Kit No. 35246
Tiger Models 1:35 scale Conversion Set, KR No. K178.
Dragon 1:35 scale Flak 37, KR No. 6287

Materials Used:

Gray coloured resin, photo-etch, styrene plastic, turned metal barrel, vinyl.

Accessories Used:

Dragon Figures, Kit No.
Warriors Figures, Kit No.
Tamiya Brass Ammo for the Tiger I, Kit No.

Paints Used:

Testor's Model Master Enamels: British Light Gull Sand, Sand, Olive Drab

References:

Photos found on the Internet and provided by Tiger Models.

✓ Superb detail; straightforward construction; impressive result

✗ A big project with lots of resin parts preparation. Experience is required.

Available from

Tamiya and Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating ●●●●●●●●○

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BIG WHEELS ROLLING

Ross Ferro examines the big new 1:35 scale German Boxer MRV from Hobby Boss.

The first thing you will notice when opening up this box and playing with the sprues (admit it - we all do it) is that this is a really big model and in real life is probably as big if not bigger than a WWII King Tiger. That's pretty impressive for a modern wheeled combat vehicle in my books.

The kit is made up of over 450 pieces broken down into 11 plastic sprues, 3 plastic upper and lower hull parts, 8 vinyl tyres with poly caps, 1 sheet of photo etch and 1 basic decal sheet. The kit instructions are divided into 10 detailed construction steps and include a separate colour sheet serving as the decal application guide and colour painting reference.

The one piece lower hull and running gear take up the first 4 steps of construction with all the major components added to the hull over these steps, the bulk of these parts coming from sprues "A" and sprue "B". The level of detail on all of these parts is very good and flash free on my sample. The moulding on the coil springs

being an example of how not to let ejector pin marks get in the way of the details and any that do exist are typically out of sight or easy to deal with and all in all the lower hull looks suitably bust with all the key components attached.

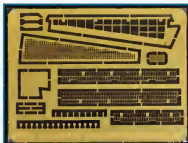
The kit supplied tyres are moulded in typical soft vinyl and are quite nicely done for this medium. Their fitting and placement is completed in step 4 and if you are not a fan of this type of tyre solution a number of after market companies have already produced resin alternatives that appear to offer a nice solution should you wish to go down this path.

The two separate upper hull parts are also very well moulded. A quick test fit revealed that they fit together very well and in turn as a complete assembly fit onto the lower hull very well. The addition of the various details to the upper hull parts commences at step 5 through to 10 in the instructions. There are quite a number of raised round bolt heads present all over the upper hull and this will surely present a weathering opportunity or perhaps challenge when painting and finishing the kit. There are a few photo-etched parts to be attached at this stage and these will add a nice touch of detail around the engine bay area.

The driver's hatch on this kit is beautifully moulded and appears as per the real vehicle to offer four possible configurations - completely closed

or partially open with armoured glass visors or the hatch opened further with foul weather fully enclosed glass windscreen and of course the hatch fully open. The upper hull also includes fitting of a basic commander/ gunner's turret and associated machine gun and the kit parts have a nice amount of detail.

This is a very nicely produced kit that calls out for some careful and detailed weathering to really show off all the excellent surface detail. This could be taken to the next level if you were inclined to fit out the interior or maybe the aftermarket crowd will provide some of these options some time soon. Highly recommended for those modern armour fans and for anyone a bit stale with the old WWII stuff. ■



The useful photo-etched fret included with the kit.



The basic kit decal sheet.

Available from Creative Models Limited www.creativemodels.co.uk



The large bottom hull is moulded as one piece, making assembly easier.



The rear hull panel with the big hatch opening.



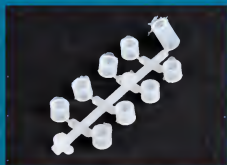
Moulding quality is very high and the sprues are flash free.



Wheel hub detail.



The upper surfaces are festooned with round rivet heads.



Polythene caps are supplied to secure the wheels.



The MRV's clear parts.



The kit supplies vinyl tyres but aftermarket resin replacements are already available if you are not a fan of this medium.



HELLO KETTEN!

Dragon has refreshed their Kfz.2 Kettenkrad with new plastic parts, a photo-etched fret, flexible DS tracks and more. **Andy King** trawls through the crowded box.

A curious looking mix of half motorcycle and half... erm... halftrack, the Sd.Kfz 2 Kleines Kettenkraftfahrzeug (or Kettenkrad for short) was designed as a light tractor for airborne troops and was to be small enough to fit inside the cabin of a Junkers Ju 52 transport plane. It was mainly used for towing light field guns and saw service on all fronts. The Luftwaffe also used it to tow Me 262 jets from the flight line to the runway to conserve their engines. Production continued until 1949 as it was an ideal vehicle for agricultural use.

The kit is a revamp of an earlier Dragon effort and this time around features some new parts including photo-etched brass, a 3.7cm anti-tank gun and crew. In fact the box almost sprung open due to the amount of parts packed

inside.

The hull, transmission and running gear components look to be from the earlier release although Dragon state in their poster that these parts are newly tooled.

Definitely new are the front forks, a one piece tow hook cover and the tracks are now single-length DS vinyl. The original tracks were made up from individual links and were VERY tiny.

There are now photo-etched screens for the grills however the hood itself still has the mesh effect moulded in so you may wish to open these out for a better impact.

The 3.7cm gun is from an earlier Dragon release (6152) and looks to be nicely detailed. The gun shield is reasonably thin given that it is pre-slide moulding technology but an etched

replacement would look better. The barrel is a two piece affair and again would benefit from a metal turned one instead.

The crew includes a new driver figure and all are wearing standard uniforms although the original driver is still on the sprue too. As a bonus, there is an extra sprue of personal equipment in the box.

A small decal sheet features numbers for the licence plate and instrument faces and that just about wraps it up.

Quite a nice little model by the looks of it and it should build up into an excellent replica of the real thing.

Now to try and get all those parts back in the box...

Recommended. ■

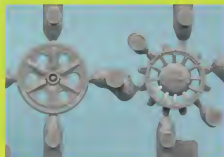
Thanks to The Hobby Company Limited for the sample www.hobbyco.net



The hull parts appear to be from the earlier Kettenkrad release.



Mesh detail is moulded into the hood, with photo-etch also supplied.



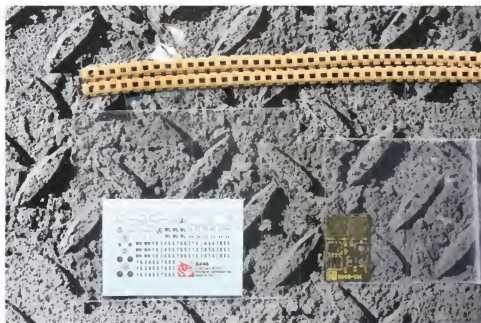
Detail on the tiny parts is excellent.



Detail on the plastic 3.7cm gun shield looks very good.



Crew figures and a driver are also included.



The new release includes a photo-etched fret and full-length flexible DS tracks - much easier to handle than the old individual links.



HEY WINGNUTS, TRY A TANK!

Aircraft modeller Rafe Morrissey tries his hand at his first armour kit, and shares some of his observations and techniques with MMI's readers.

We modellers are a pretty conservative bunch. We pick our subjects, building methods and materials fairly early and, with few exceptions, tend to stick with them. This was certainly the case with me.

I settled on aeroplanes pretty early on and have been an inveterate aircraft modeller ever since. That is why I approached a challenge issued by my local modelling club with no small amount of scepticism. The deal was this: As long as it was different from what we normally build, we would agree to build a model in the new subject area. Well, I picked armour and was fully prepared to ignore the challenge, but our club leader is such a persuasive guy, I decided to at least try it.

Suffice it to say, it was an enjoyable diversion and one I would recommend to other modellers fixated on particular subject areas. You will gain an appreciation for the challenges that come with other types of modelling and learn about new techniques and products that you can apply to your preferred area. For those of you willing to give this a try, the following is an overview of approaching a tank model from a newbie's perspective.

GETTING STARTED

The first task is to pick an actual model. You really need to pick something that you have at least some interest in otherwise it will turn into work real quick! Fortunately, most military aviation modellers have a pretty strong interest in military history, so there should be at least a few subjects of interest - even if it is to gain a better understanding of what your

models have been shooting at.

In my case, I chose Tamiya's M3 Lee. I have to confess, I've always thought it a pretty neat tank ever since watching Humphrey Bogart in "Sahara." (The Jim Belushi remake isn't bad either.) The combination of the Sherman type running gear with all those turrets is just neat.

GATHER SOME NEW GEAR

Most of your tool kit and supplies will work just fine, but there are a few additional items you'll need. More fun: something new to buy! Fortunately, the items aren't too expensive. For weathering, you'll want to get some MIG Pigments, the use of which I will cover later. These are weathering powders that produce really convincing representations of accumulated dust, dirt and mud. A few pre-mixed filters and washes come in handy too. I used a set by AK Interactive. You might also want to look at

either the armour F.A.Q. book by MIG Jimenez or one of his DVDs. The best that I have seen so far is called "AFV Acrylic Techniques." Even though it focuses on Vallejo acrylic paints, the demonstrations on the use of pigment weathering are great.

FIRST STEPS

My first impression of armour modelling was that it is like any other type of modelling - only more so. All of the mundane tasks are present with tank kits but multiplied. Nowhere was this more evident than with the running gear. Scraping the mould parting lines from 6 return rollers, 12 road wheels and 2 idlers isn't my idea of a holiday. Still an X-acto knife and some sandpaper got it all in order. I also dispelled a couple myths during this build. I had been led to believe that seam filling was less of an issue with tank kits, but I

didn't find that. In fact, many of the seams were in places much harder to deal with than aircraft kits. Fortunately, I have learned about Apoxie-Script putty. This two-part epoxy putty mixes to the consistency of auto body filler, so it spreads easily, but can be removed with water. I used it in numerous places where the major hull parts came together.

I used a punch and die set to replace some rivet detail sanded away during construction. Plastic card also comes in handy. There were major mould depressions on the inner face of the idler mounts. Rather than filling and sanding, I just slapped on some .005" plastic with superglue and shaved away the excess when the glue had dried. When using really thin plastic, it is important to use superglue as solvent cement can really eat up the thin plastic. Finally, I lost one of the tow ring mounts, so using the remaining one as a template, made a replacement from some thick scrap sheet plastic.

DETAILS, DETAILS

I'm a detail guy and love sprucing up aircraft cockpits. With a basic tank kit, however, there is no interior. Still, there are plenty of opportunities to feed the urge to detail. Most kits of this vintage have a moulded solid screen over the engine. Simply painting it black and dry brushing with the hull colour can look okay, but I wanted something a bit spiffier. I drilled around the periphery of the screen with a pin-vise and cut away the moulded screen with my hobby knife. I replaced the braces with some strip styrene. I didn't have access to a photo-etch replacement for the grill but came across some wedding veil material in a bow from a Christmas parcel that looked just about right for a scale screen. I cut a small piece and stretched it across the opening fastening it around the edges with superglue. Under paint, I think it looks every bit as good as photo-etch and a lot cheaper tool.

Then the question became what to put under it. I had obtained a fairly good reference photo of the M3 radial engine on the Internet. I'm sure I could have found an aftermarket engine set, but as I wasn't sure how this turkey was going to turn out, I was hesitant to spend any money. Instead, I turned to my spares box for some creative "imagineering." I had recently completed the Minicraft F4U-5 Corsair and replaced the horrible kit engine with a resin replacement. I couldn't think of a use for it until this project. It was the perfect

thing to suggest a radial engine under the screen. I mated it with a leftover part from the old Hawk P-47 and had the basis of a credible engine-like structure. I used more Apoxie-Script to create other parts and hoses similar to those in the reference picture and built a box to hold the contraption with scrap sheet plastic. I confess that I was not seeking total realism, here, but rather a close approximation. To be honest, for the amount you can see beneath the screen, I think it is quite adequate.

I also managed to lose the wrench at some stage during the build. I used sheet plastic to fashion a replacement and strips of Tamiya tape to simulate the fittings.

Finally, this tank fairly bristled with .30 cal. machine guns. In addition to those on the turret, there was a fixed twin mount firing out of the glacis plate. Tamiya moulded the port but provides no guns. I drilled out holes with a pin vise and installed a couple scratch built barrels made from plastic rod with the ends drilled out. I painted the guns a dark metallic colour but touched the ends up with a silver Prismacolor pencil to make them pop a bit.

WHEELING AND DEALING

Okay, confession time! The one part of tank building I didn't find so fun was dealing with the road wheels. I know you Tiger tank builders are probably laughing and thinking that I'm a lightweight but be kind and realise that for the most part, I'm only used to having to work with three wheels on any given model. Cleaning them up was one thing, but the rims on the Tamiya kit wheels are pretty indistinct, so I was concerned about getting a nice clean separation between the dark grey rubber and the green wheel. I have used a circle template for this kind of thing in the past but wasn't sure I could get identical results over all twelve wheels. It then occurred to me that I might make a simple jig to better the odds. I took a fairly thick piece of sheet styrene and placed some tape sticky side out firmly down on it. Next I took some fairly thick pieces of scrap styrene rod and placed them on three sides of one of the wheels. I then arranged the circle template so the right size hole was oriented over the wheel and taped the top of the template down onto the sheet. With this set up, there was still a bit of play but it made it a lot easier to get the wheels positioned and keep the template in the right spot. I ►

Apoxie-Script filler is perfect for tough to sand areas. It can be applied to the seam and removed with a Q-tip dampened with water leaving the adjacent detail unharmed. You can also see the various enhancements such as the wedding veil mesh screen and odds and ends from sheet plastic.



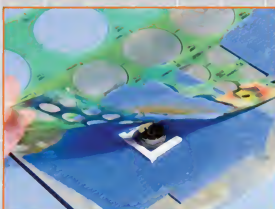
The basics of an ersatz engine: The Minicraft F4U-5 engine found a use in replicating the engine compartment combined with Apoxie Script and scrap plastic. It wasn't good for much else!



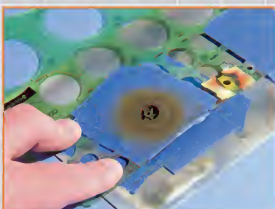
When painted and positioned under the mesh screen, the faux engine will give an impression that something is under there.



Some thick scrap plastic, masking tape and a circle template make a quick and simple jig to ensure clean edges between the road wheels and hubs.



Paint the grey road wheels first and then spray the hubs green through the template for a precise result time after time.





Tech Guide

- Tamiya 1:35 M3 Lee • Kit No. 35039

was able to paint all the wheels the rubber colour and then quickly paint in the green centres through the template. I used a hair dryer on low heat to speed the drying of Tamiya Acrylic paints and had it all done in about 20 minutes.

PAINTING AND WEATHERING

It is at the painting and weathering stage where armour modelling takes on its own unique character. For every step in painting and weathering an airplane, there are three or four for a tank. A famous director once commented that movies are never finished but merely abandoned and that's how it seemed to me. Still, I think the methods I picked up in the books and videos work well and will definitely improve my airplane model finishes. Here is an overview. I began by priming the model with Alclad II grey primer. I applied some pre-shading to the lower hull with a dark brown colour. Then I misted on an olive drab I custom mixed from Tamiya acrylics. I then added some yellow and white to the base colour and post-faded the upper surfaces of the hull and turret focusing on areas that attracted the most light. I over sprayed with the base colour to tone it down, but realized that the subsequent weathering really covers a lot. If I had it to do over again, I would keep the fading a bit starker.

Next I applied Testor's Acryl clear gloss to the areas where the decals would go. This was a major revelation as I learned that you don't need to gloss the whole model for decals. I simply applied the decals to the glossed areas, hit them when dry with a bit more gloss to blend the edges in and then applied a flat coat of Testor's Acryl flat to the whole model. I used the base colour to add a few chips and scratches over the decals before sealing them with the flat coat. Everything blended in perfectly. I will definitely be doing things this way with my future airplane models!

At this stage I applied a pre-dusting of Tamiya Flat Earth in the areas where I wanted to show dirt and mud such as around the turret ring and across the lower hull. This provides a good base for the subsequent pigments. A dark brown pin wash around details such as hatches and filler caps followed. I used a mixture of MIG Productions' Europe Dust, Beach Sand, Desert Storm Sand and Dust in a dry application over the hull. To do so, I applied small amounts of the darker colours in recesses and the lighter colours in spots more exposed to light. I then used

an old soft flat brush to blend the pigments.

For the lower hull, I followed the same steps but fixed the pigments with a mixture of Testor's Acryl clear flat and thinner. While the areas were still wet, I sprinkled more pigments over them to create mud effects. When everything dried, I went back and forth with dry pigments to get tones and deposits where I liked them. This can go on forever. I applied some fuel stains with thinned burnt umber oil paint adding a few darker streaks in selected locations. I learned the hard way that any application of thinner over pigments leaves a halo. In the case of the fuel stain, this worked to my advantage, but any stains in areas you don't desire can be removed by blending over with a touch of dry pigment. In most cases, I just went over them with my blending brush and there was enough residual pigment to blend out the hard edges of the stains. Lastly, I used a Q-tip to buff the paint on areas where the crew would have transited often like the edges of the turret hatch and sharp edges of the mantle to simulate the effect of their clothing polishing the paint in those areas.

For the exhausts, I painted the units with Vallejo Red Brown and dusted on MIG rust. I set them with a burnt umber oil wash and when dry dusted on a bit more rust pigment. I also made sure to let the mud colour pigments run up over the exhausts. I added some oil and grease stains with AK Dark Wash for a grungy look. I wondered why this area was so different from all the other reference shots I could find. Turns out Tamiya kitted a configuration used on only 30 examples, according to my armour buddies in the club.

When finally satisfied, I over sprayed the whole model with paint thinner. This set the pigments. When first applied, everything disappears, so don't freak out. As it dries, the pigments will reappear and they will be much harder to rub off with casual handling.

MAKING TRACKS

One of the most confusing things for me as a first time tank builder was that there was no mention of how to fit the tracks. I wasn't sure if I was supposed to assemble them around the running gear or assemble them first and then slip them on. I ended up priming them with Alclad II grey primer and then painting them the same dark grey used for the road wheels. I used Tamiya tape to mask the track pads and then painted the side

A combination of rust and earth tone pigments and dark wash, makes for an authentic looking grungy exhaust area.



Tamiya moulded the gun mounts for the hull machine guns but provides no barrels. Styrene rod and a pin vise are all that are needed to make this area more realistic. Note that the track end connectors are not correctly depicted on this kit. Each connector should span two track pads, but they are moulded to the end of a single pad.



For all you can see, the faded engine looks pretty good beneath the vent. Who knew wedding veil and modelling wood mix? Note the scratch built wrench to replace the one I lost. I'm sure it will turn up now!



A figure can add a sense of scale and context to any model. This figure is from Alpine's US AFV Crew set (Stock no. 35116). Alpine's resin figure is beautifully sculpted and flawlessly cast.



links the base olive drab colour. I then applied various shades of pigments and sprayed with paint thinner to set them. I then assembled the tracks and used a heated X-acto knife tip to melt the pins. I added the return rollers to the hull and then swung each track over the running gear as I fitted the drive sprockets. I adjusted the tracks so the join would be hidden under a road wheel and then added some more pigments until all was to my liking. I was afraid the rubber tracks wouldn't hold the paint but this turned out to be an unfounded concern. Though paint did flake off in a few spots, it was easy to cover them up with pigments.

CONCLUSION

Although I was apprehensive and dubious at first when embarking on a subject outside my comfort zone, I am really happy with the final result. In addition to having a nice tank on my shelf, I have been exposed to a number of new techniques and products I can use to advantage on my next aircraft model.

I also learned some interesting tidbits from fellow club members. For example, I couldn't understand why the rear end of the Tamiya model looked so different than all the reference photos I could find. Turns out, Tamiya chose to kit a rare configuration that was only used for 30 examples. Also, the tracks are not correct, as the end

connectors do not actually connect two track pads - they are moulded to the end of one. Who knew?

Don't get me wrong, I would still call myself an aircraft guy, but I am pretty sure there are some Tigers and Shermans in my future as well. Hopefully, you'll be inspired to give a tank a try too!

Remember the motto I live by:

"If I can do it, anyone can!" ■

Modelspec

Tamiya 1:35 M3 Lee

Kit No. 35039

Materials Used

Alpine 1:35 U.S. AFV Crew, Item No. 35116
Apoxie-Sculpt Filler
Plastic strip and sheet
Minicraft FS05 Corsair engine
Nesh

Paints and Finishing Products

Tamiya acrylics
Vallejo acrylics
Testor's Acryl clear flat
Aldid II metallic shades
Silver Prismacolor pencil
MIG Productions Pigments

- ✓ A nice test-bed for a first-time armour modeller.
- ✓ An older kit with a number of well-documented inaccuracies.

Available from

Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net and available from all good model shops worldwide

The tracks were primed with Aldid II grey primer and then painted the same dark grey used for the road wheels.



The weathering techniques make a big impact on the single-colour camouflage scheme.



"Although I was apprehensive and dubious at first when embarking on a subject outside my comfort zone, I am really happy with the final result..."

Our subject model in profile.



To have your event included on this page, send your details to:
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 Totternhoe, Bedfordshire, LU6 1QX, UK
 Tel:01525 222573•Fax:01525 222574•Email:editor@modelmilitary.com

December 9th-10th

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January 15

BOLTON IPMS 2012 MODEL SHOW
 The Bolton IPMS Annual Model
 Show will be held on Sunday 15
 January 2012 at St Joseph's RC
 High School, Chorley New Road,
 Bolton, BL6 6HW.
 Show times are 10am to 4pm.

Our 2012 theme is **Winners & Losers**.
 Admission: Adults £3, Children
 £1.50, Family ticket £6
 For further information please
 visit www.boltonipms.com

February 25th

ON-TRACK 2012
 Following the cancellation of
 the 'Universal Model Show'
 booking at the Leas Cliff Hall,
 Folkestone, Harold Hanna will be
 taking over the now vacant date
 of Saturday February 25th for
 "On Track 2012".
 Any questions, requests for
 booking forms or suggestions
 should be addressed to Harold
 at: on.track@live.co.uk

February 26th

SOUTH CHESHIRE MILITAIRE
 UNIVERSAL MODEL SHOW
 South Cheshire Militaire
 universal model show including
 open competition and full-size
 exhibits will be held at the

Oakley Centre, West Street,
 Crewe, Cheshire, CW1 2PZ on
 Sunday 26 February 2012,
 1000-1700.
 Adults: £3.50, Children and
 OAP: £1.50
 Contact Phil on 01270 256880,
show@southcheshiremilitaire.co.uk
 or visit
www.southcheshiremilitaire.co.uk

April 20th-22nd

IPMS SPACE COAST FLORIDA
 - MODEFEST
 IPMS Space Coast will host a
 Modelfest and contest from April
 20-22 2012 at the International
 Pal Resort, 1300 N Atlantic
 Ave., Cocoa Beach FL. For
 special guest rates call 321-783-
 2271, code: SCM. For contest
 information please contact Bob
 Taylor, 321-676-1472 between
 10:00am and 8:00pm, or email
BHT936@aol.com. Vendor
 contact is Carl Weaver, 321-431-
 5536 between 10:00am and
 8:00pm, or email cweaver@cfl.

rr.com. Visit our website at:
www.ipmsspacecoast.com

June 17th

MAFVA NATIONALS 2012
 The date has been determined
 for the vehicle show and thus the
 MAFVA nationals for next year:
 Sunday June 17th 2012
 (Father's day).
 And more good news, we appear
 to have a marquee as well! More
 information will be available in
 coming issues.

NOTTINGHAM MAFVA NEW VENUE

Nottingham MAFVA now meet
 at the following venue:
 The Community Room
 Highfields Fire Station,
 Hassocks Lane, Beeston,
 Nottingham, NG9 2GG.
 Our meetings are still on the
 second Saturday of each
 month from 12.00 till 4p.m.
 Newcomers always welcome!



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Squadron Signal Publications is one of the best known and most extensive ranges of modelling reference books ever published, featuring high quality photographs of aircraft, tanks, ships and more in action, as well as an ever-expanding range of 'walk-around' volumes which show the subject inside and out in crystal-clear photographs - perfect for superdetailing projects.

The books have been helping modellers to add essential details, find markings and apply paint schemes to aircraft, armour and ship models for many years, and the great news is that Squadron Signal books are now easier to find than ever before, because ADH Publishing, the company that brings you Model Military International each month, is importing them from the USA.

You can find Squadron Signal at good model and book shops, and you can also check www.adhbooks.com to see what we have on offer!

Please call us now for full details of prices, availability and range; UK (+44) 01525 222573

27024 - M41 Walker Bulldog Walk Around (Soft Cover) 67024 - M41 Walker Bulldog Walk Around (Hard Cover)



The standard U.S. light tank during the early years of the Cold War, the M41 Bulldog was developed as a more powerful successor to the M24 Chaffee. Named for General Walton Walker who died in a Jeep accident in Korea, the Walker Bulldog was maneuverable and well armed. It was, however, rushed to the battlefield to counter North Korea's Soviet built T-34s before all its own kinks had been worked out. Accordingly a number of Bulldog variants were developed over the years in an effort to overcome initial deficiencies. The U.S. Army began phasing out the Bulldog at the end of the 1960s, but the rugged vehicle has served more than 20 other countries and continues to operate in several armies around the world to this day. The detailed photographs that pack this volume offer readers a detailed look at all the facets of the M41, inside and out. In addition to comprehensive images of the outside of the Bulldog, five pages cover the engine compartment alone, while images of the interior of vehicle and turret fill 25 pages. Illustrated with 250 photographs plus color profiles and numerous detailed line drawings; 80 pages.

SS34001 - USS ARIZONA Squadron at Sea (Soft Cover) SS74001 - USS ARIZONA Squadron at Sea (Hard Cover)



Packed with rare photographs unearthed from sources throughout the country, this volume follows the history of one of America's most iconic naval vessels. View her keel laying under the watchful eye of (then) Undersecretary of the Navy, Franklin D. Roosevelt in 1914, follow her construction and commissioning in 1916, her service escorting Woodrow Wilson to the Paris Peace Conference in 1918, her roles as a 'cruise ship' for President Herbert Hoover in 1931 and as a location for filming a Hollywood movie in 1934. Glimpse the life of the crews that manned her and follow her through the maintenance and refits that dramatically changed her appearance. Describes the horrific explosion that ripped through her hull on the dark morning of 7 December 1941, and a series of unique photos document the years of wartime salvage work aboard the sunken battleship. Chronicled too is Arizona's ongoing service as a tomb and memorial to the 1,777 men who perished with her. A testament to the Arizona and her men brought to you as you've never seen them before. Illustrated with 288 photographs, 5 detailed line drawings, 7 color illustrations; 120 pages.

SS5902 - K5(E) Railgun Detail in Action



The German K5(E) 280mm railgun is arguably the most effective weapon of its type ever developed. Boasting an 11-mile range, the 24 massive guns of this type were deployed from Italy to the Russian Front, and even along the English Channel Coast. Today, only two of these fearsome artillery pieces remain. Through a collection of 55 vintage black and white photos - many of them previously unpublished - and more than 170 photos of the two preserved examples in the US and France, the intricacies of these massive weapons are explored in detail. In addition, the book is augmented by nine illustrations; 80 pages.

SS2047 - TIGER I in Action



The Tiger is arguably the most feared tank of WWII. Billed as invincible by Nazi propaganda, the massive, heavily armed and armored, vehicle's mystique has continued to grow in the intervening years. Often forgotten were the 56-ton behemoth's weaknesses, among which were a feeble power-train and suspension, an unquenchable thirst for precious fuel, and perhaps most crucial, the huge drain it imposed on Germany's manufacturing and engineering resources. Illustrated with over 200 vintage photographs, plus color profiles and detailed line drawings; 72 pages.

SS2048 - WWII US SHERMAN IN ACTION



The iconic American tank of World War II, the M4 Sherman was known for its simple, reliable, and flexible design. Ten different companies contributed to the total output of 50,000 units produced in a myriad of variations. Even after it went into serial production in 1942 the Sherman was subject to almost constant change and modification, based on lessons learned and needs perceived on the battlefield. The full story of the Sherman's exploits would fill several volumes, so this book focuses on the variants and sub-variants of the Shermans used by U.S. forces during WWII. The Shermans that rolled off the assembly lines in 1945 bore little resemblance to the M4s produced in 1942, and this volume chronicles each major model of the Sherman everywhere the American soldier fought. Augmenting the nearly 200 period photos, many of them in rare original color, are a host of exquisitely rendered line drawings illustrating the subtle variations in hull, turret, and weapons used on these famed armored fighting vehicles. Includes color profiles; 80 pages.

27023 - Ft-17 / M1917 WWI Tanks Walk Around (Soft Cover) 67023 - Ft-17 / M1917 WWI Tanks Walk Around (Hard Cover)



Introduced in 1917, the Renault FT-17 and its American-built copy, the M1917, revolutionized tank design. The vehicle's rotating turret, rear-engine, driver-forward design are characteristics of the most advanced tanks even today. This volume presents a careful study of the details and variations of this innovative vehicle, inside and out. Two-hundred thirty-seven photographs reveal the intimacies of no fewer than 14 of the finest surviving examples of these machines, preserved on three different continents. Examples feature a variety of paint schemes and camouflage patterns, the rounded and flat-plate castings for the rear of the vehicle and the tall skid and turret variations between the Renault FT-17 and U.S.-made M1917. The driver's compartment in the interior of the tank is revealed, and close ups record the configuration of the engine. Nine detailed line drawings supplement the photos and comprehensive captions. 80 pages.

Shown here is a selection of some of the most popular titles, many more available

Available from all good model and book shops

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Incoming



502 ABTEILUNG

OILSETS FOR MODELLERS

SET ABT 300 - GERMAN ARMOUR TONES

SET ABT 310 - URBAN DIORAMA COLOURS

SET ABT 320 - VEHICLE WEATHERING AND EFFECTS

MIG Productions' Abteilung Oil Colours have been designed as a way to create fading and ageing on a fresh paint coat.

The paints are now available in three packaged sets of six different colours for specific weathering subjects.

ABT 300 - GERMAN ARMOUR TONES

INCLUDES THE FOLLOWING OIL COLOURS:

- Abt 190 Faded Camouflage Maroon
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- Abt 092 German Ochre
- Abt 155 German Three-Tone Fading
- Abt 050 Olive Green
- Abt 170 German Grey Highlight

ABT 310 - URBAN DIORAMA COLOURS

OFFERS THE FOLLOWING:

- Abt 180 Copper Oxide Blue
- Abt 090 Industrial Earth
- Abt 025 Brick Red
- Abt 094 Grass Green
- Abt 070 Dark Rust
- Abt 060 Light Rust

ABT 320 - VEHICLE WEATHERING AND EFFECTS, DELIVERS THESE SIX COLOURS:

- Abt 125 Light Mud
- Abt 160 Engine Grease
- Abt 080 Wash Brown
- Abt 130 Dark Mud
- Abt 093 Basic Earth
- Abt 001 Snow White [Seven Dwarfs are not available...]

These oil based products should ideally be used over acrylic paints; or at least over an acrylic clear top coat. You can add highlights to base colours, paint shadows, emphasise details and unify camouflage schemes and create colour modulation. The effects may also be varied by altering the ratio of thinner to paint.

If you have not used these fading and highlighting products before, it is well worth a try. Before committing to a new model, practice different methods of application on an older built model in your collection or on a scrap of painted plastic.

Buying the packaged sets represents a significant discount compared to buying the oil tubes individually too. All Recommended.

Thanks to MIG Productions for the samples

www.migproductions.com

MIG Productions products are available in the UK from Creative Models Limited www.creativemodels.co.uk

Brett Green



MIG PRODUCTIONS

WARM WHITE ENAMEL WASH

MIG Productions has added Warm White to its growing range of finishing and weathering products.

MIG's washes are a bit thicker than their Filter range, so the effect will be more noticeable. The instructions suggest that the wash should be allowed to dry on the model for around 15 minutes before the excess is wiped off. A more precise application of the wash around structural features might then be applied with a very fine brush.

This new Warm White wash is a pale lilac grey and is intended to add depth and detail to vehicles painted in white. It will be ideal for winter whitewash subjects of all eras or modern UN vehicles.

Recommended.

Thanks to MIG Productions for the samples

www.migproductions.com

MIG Productions products are available in the UK from Creative Models Limited www.creativemodels.co.uk

Brett Green



CSM DESIGNS

1:35 SCALE MODERN STRAP BUCKLES - ITEM NO. 35101

Newcomer CSM Designs has released a set of 1:35 scale photo-etched modern strap buckles. The fret includes ten ratchet strap buckles, ten spring-type clips, ten pinch clips and 30 strap hook ends. A length of 0.6mm rod is also supplied. Material for the straps themselves is not supplied, so you can choose your favourite paper, foil or thin material for these.

Two sheets of letter-sized instructions offer large diagrams of how to fold and assemble each style of buckle. With patience and care, it would appear that the buckles may be made fully workable.

These authentic buckles will have many relevant applications on modern vehicles, securing tie-downs and much more.

It will be interesting to see what CSM Designs comes up with next.

Recommended.

Thanks to CSM Designs for the sample. Email Cory on

csmdesigns35@gmail.com

Brett Green



DRAGON

PANZER IV AUSE. H MID-PRODUCTIONS AUTUMN 1943 • KIT NO. 6526

Dragon's latest addition to the Panzer IV line sees an Autumn 1943 version with a full complement of skirtsirts.

There is not a lot of difference between this and the previous 'H' release. In fact the only changes that I can see are a new turret shell and a new Sprue 'C' that provides the air cleaner and a modified hull plate to mount it on.

What you do get is a box veritably full of bits. By my count there are 970 parts, both plastic and etch, of which at least 134 are unused.

The hull side skirts come as individual photo-etched pieces and there are also clear parts for the vision blocks. The now familiar Magic Tracks are included, which are moulded in different shades of grey for each track run. All parts are flash free and I could find no ejection pin marks on any visible surfaces. If you have built a Dragon Panzer IV Smart Kit then 99% of this will be old news.

As for the new parts, the turret shell has the side vision ports deleted and the mounts for the additional armour added. The engine deck looks to have been modified and the detail definition is sharper – the recessed screw heads are beautifully done. My references indicate that this version would not have had Zimmerit added, so full marks to Dragon here.

Detail throughout is crisp and sharp. Optional etched brass parts are provided for the spare track clasps on the glacis, the engine deck louvers and towing shackle mounts. The tools have the clasps and straps moulded in situ, as is normal for Smart kits. This is not a multi-version 2 or 3 in 1 kit but you do have the option of having the skirts on or off. Only one decal option is provided and this is for an unidentified unit – this leaves lots of scope as the decal sheet itself just contains 4 black & white crosses!

The instructions are busy on this kit, but not as bad as some. Take your time, segregate the sub-assemblies, and you will be fine.

This is another quality addition to Dragon's Panzer IV line.

Highly Recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

Graham Tetley



MIG PRODUCTIONS

1:35 SCALE

FORD V3000S WHEELS SET, ITEM NO. MP-103

MODERN AMERICAN FIGURE ACCESSORIES, ITEM NO. 35-318

MIG Productions has sent along two recent accessory releases for some very different subjects.

First under review is a set of resin replacement wheels for the very nice 1:35 scale ICM Ford V3000 truck. These feature the civilian pattern tyre tread, which will deliver a different look for your truck.

Six road wheels plus a spare tyre are included. Four separate brake drums are also supplied, bringing the total of this simple upgrade to eleven perfectly cast resin pieces.

Cleanup will be minimal and the wheels should be a drop-fit replacement for the plastic kit parts.

Next up is a set of Modern American Figure Accessories cast in pale yellow coloured resin. Items included are four helmets, six canteens, various ammunition pouches, two M16s and two M4 Carbine machine guns.

These versatile accessories will be useful for adding detail to figures or stowage to vehicles, for subjects from Desert Storm to the current conflicts in Iraq and Afghanistan.

Both Recommended.

Thanks to MIG Productions for the samples www.migproductions.com
MIG Productions products are available in the UK from Creative Models Limited www.creativemodels.co.uk

Brett Green



J'S WORK MODEL

PPA1009 – TYPICAL LEAF 3

PPA1013 – TYPICAL LEAF 6

PPA2007 – DEAD TREES (2 PCS)

J's Work from China boasts a growing range of laser-cut paper plants printed in full colour onto paper.

Two recent releases include Typical Leaf 3 and Typical Leaf 6.

These impressive products are ready to use straight from the sheet. The colours are printed on both sides of the paper, and all the leafy features that you would expect to find are there, including well-defined veins in the case of Leaf 6, and good, natural colour variety on all the leaves. The Leaf 3 sheet helpfully offers around four different sized leaves.

To use the leaves, simply free them from the backing sheet with a sharp knife. You can add the individual sections to the branches of a tree, or make your own smaller branches for foliage camouflage on a military vehicle.

These leaves will be appropriate for a variety of scales. Leaf 6 will look best alongside 1:35 scale and up, while Leaf 3 might be used as small leaves in larger scales or as big trunks in small scale.

J's Work has also released a set of two dead tree trunks in grey resin. These may be used in conjunction with J's Work's foliage products too. The trunks are identical to each other.

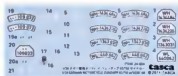
J's Work foliage and diorama accessories present almost endless possibilities for the imaginative modeller.

All Recommended.

J's Work products are available online from their website www.jsworkmodel.com or from Lucky Model www.lucky-model.com

Brett Green





Markings for five bikes are included.

The Editor looks over Tasca's latest foray into 1:24 scale with their impressive Zundapp KS750 motorcycle.

ZOOM ZOOM ZUNDAPP!

Zundapp was a major German motorcycle manufacturer.

The company was founded in 1917 in Nuremberg by Fritz Neumeyer, together with the Friedrich Krupp AG and the machine tool manufacturer Thiel, under the name "Zünder-und Apparatebau G.m.b.H." as a producer of detonators. In 1919, as the demand for weapons parts declined after the First World War, Neumeyer became the sole proprietor of the company, and two years later he diversified into the construction of motorcycles.

The Zündapp KS750 was a sidecar motorcycle with a driven side wheel and a locking differential widely used by the German military - Wehrmacht, Luftwaffe and SS. More than 18,000 KS750s were manufactured from 1940 onwards.

Zündapp finally closed down in 1984.*

Tasca Modellismo from Japan dipped its toe into the relatively uncharted waters of 1:24 scale last year with their Panzer II Ausf. F kits. Since then, they have released two limited-edition, Japan-market only 1:24 scale figures.

Tasca seems determined to make this scale their own, as suggested by their latest release, a 1:24 scale Zündapp KS750 motorcycle with sidecar.

1:24 scale might just be the ideal scale for a military motorcycle model. With its exposed engine and relatively

small size (compared to a tank, at least), 1:24 scale allows Tasca to show off a high level of detail yet keep the model quite compact.

Tasca's 1:24 scale Zündapp KS750 Motorcycle with Sidecar comprises 183 parts in dark grey plastic, two parts in clear, a length of fine insulated wire, two metal springs and markings for five bikes. Eight additional plastic parts plus two sheets of paper details are also included for two jerry cans.

Moulding quality is first rate. The detail is crisp and I could not see any imperfections or ejector marks on areas that will be visible when the model is complete. The sprues are free from any flash.

The first thing that I noticed was the breakdown of the four wheels. In this scale I expected to find photo-etched spokes, but Tasca has cleverly sidestepped the problem of fine, easy to damage metal parts by moulding the wheels entirely in plastic.

Each wheel is moulded as two sides and six tread sections. The spokes integrated as part of each wheel side are some of the finest examples of injection moulding that I have ever seen. The six tread sections are fitted around the circumference of the wheel sides. Very clever stuff.

The front spokes are very nicely detailed and are designed to be steerable following assembly. A clear headlight is provided.

The 750cc engine is chock full o' detail too. This will really benefit from a bit of extra time spent painting and weathering the

metallic areas.

The rider's seat is suspended by two working metal springs.

The sidecar is well detailed but simply broken down. The timber floor slats on the inside of the sidecar are moulded in two separate sections, making painting easy. Three separate storage bags are supplied - two for the sidecar and one for the side of the bike.

Tasca also supplies fine insulated wire for modellers who wish to depict the cables from the brakes to the handlebars.

Two of Tasca's excellent jerry cans are supplied to round out this very attractive package.

Five marking options are offered on the small but perfectly printed decal sheet. Three are Wehrmacht bikes on the Eastern Front, finished in Panzer Grey, one is a Luftwaffe option in Tunisia during 1943 painted in Braun RAL 8020; and the final marking is for 5th SS Panzer Division "Wiking" in Russia, 1941-1943. The SS runes are divided into two sections on the decal sheet, presumably to comply with laws in some European and Asian countries.

Tasca's 1:24 scale Zündapp KS750 Motorcycle with Sidecar is highly detailed yet won't take up too much space on your display shelves. It is an impressive model that just begs to be built.

I wonder if I can resist for too long! ■

Thanks to Tasca for the sample www.tasca-modellismo.com



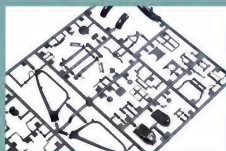
The plastic spokes are a marvel of modern moulding.



The tread of the tyre is built up from six circumferential sections.



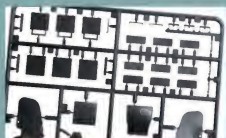
The kit includes plenty of detail in the engine department.



Parts for the central frame.



The sidecar is made up from separate sides, floor and top.



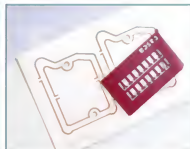
Three storage bags are included.



Plastic-coated wire is provided for the brake lines.



The headlight and tail light are supplied in clear plastic.



The jerry cans are detailed with some of Tasca's original paper parts.



Two of Tasca's excellent jerry cans are included.

Bill Watt is impressed with Tristar's new 1:35 scale Alkett Jagdpanzer IV variant.

A VERY DANGEROUS BOX

In July 1944, Alkett was directed to produce an alternative Jagdpanzer IV to the Vomag variant. The Alkett variant was simpler, and consisted of the fighting compartment bolted onto a standard Panzer IV chassis. It was not as effective as the Vomag version however, and only 278 were made.

The kit consists of 18 regular sprues, a separate one piece lower hull, two flexible sprues of rubber tyres, a sheet of stainless steel mesh to produce "Thoma" style schutzen, a clear sprue with periscopes, vision blocks and the main gun sight, and two small photo-etched frets. A paper template to cut the mesh into the appropriate shape is also included. The small decal sheet provides options for two German vehicles and a captured Russian example.

The overall breakdown of the kit is pretty conventional - there are only so many ways to skin a Panzer IV. The lower hull is one piece, to which the suspension units are added. The engine deck, fighting compartment, mudguards and front upper hull plate are then added to the lower hull.

Each suspension unit comprises seven parts (not including wheels), and you need to pay attention to



Tyres are separately moulded in flexible black vinyl.



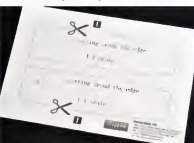
Metal mesh is supplied for the Thoma skirts.

the instructions, as there are three alternatives included for two of the parts. There are some sinkholes in the leaf springs that will be tricky to fix, and the front of the leaf springs are a little disappointing - they are rather coarsely moulded. Having said that, they are almost completely invisible on a perfectly clean tank; add a little dust and mud and no one will be the wiser. The mountings for the suspension have a beautiful cast texture. The bump stops are nicely detailed as well, consisting of a three-part assembly.

There are four return rollers and, again, pay attention because there are a number of alternative parts. The drive sprockets are nicely detailed, as are the idlers. The idlers are the earlier pattern ones with a dish disc in the centre. Steel rimmed road wheels for the front four wheels are provided, and separate rubber tires are provided for the rubber rimmed road wheels. The tyres are impressively moulded - the brand name and numerals on them are legible. The tracks consist of individual plastic links, and are nicely detailed. Separate ice sprags have been included, which is a nice bonus.

The engine deck has separate hatches and the covers for the side vents are included on the photo-etched frets. The on vehicle equipment and tools generally look good, and the clamps to retain them utilise photo-etched handles. The fire extinguisher is vaguely disappointing - again, it seems to be less refined than the surrounding parts. The Jack block has a very nice wood grain texture.

The plates have the same interlocking arrangement as the



A full-sized (1/35 scale) template is included for cutting the mesh to the correct shape.

original, and delicate weld beads have been included on the side plates. The 7.5 cm PaK 42 and mount is nicely detailed, but it is the only interior detail included. The gun barrel is a one-piece plastic mould, with nicely represented rifling present in the muzzle.

The Thoma-style schutzen consist of the stainless steel mesh cut to shape (using the supplied paper templates), to which is attached photo-etched details. The photo-etched frets also provide camouflage loops for the upper sections of the fighting compartment.

Tristar has also included figures from their previously released "Panzer Grenadiers Volume 2". The weapons are particularly impressive. In total, there are four figures, their equipment, 1 MG-42, 3 Kar-98s, 3 MP-40s, 2 Gew 43s, one 9mm Luger and two StG 44s included.

Overall, the kit looks really good. There is plenty of detail, and the design of the kit will make it simple for those who wish to add interior detail to the fighting compartment and engine bay, while still resulting in an easy build for those who would rather build it as supplied.

On the minus side, there is occasionally a small amount of flash, no interior detail, the odd prominent mould line and sink mark and a very small number of coarsely moulded parts. Having said that, they are more minor niggles than anything else.

I certainly wouldn't let them stop you from acquiring the kit. ■

Thanks to Tristar for the sample www.tristar-model.com



Two styles of road wheels are included.



The one-piece lower hull is the same as a Panzer IV.



The superstructure is broken down into separate parts for the sides, front, rear and roof.



The superstructure front armour.



The roof and other unique elements to this vehicle.



The ball mount for the mantlet.



The 75mm L/70 barrel is a long, one-piece moulding.



Two styles of road wheels are included.



Figures - A round-up of the latest figure sets on release...



MASTER BOX

1:35 SCALE

GERMAN INFANTRY, DAK, WWII ERA, NORTH AFRICA DESERT BATTLES SERIES • ITEM NO. MB3593

Master Box from Ukraine is one of those companies that is always pushing its own limits.

Their new set, German Infantry, DAK, WWII era, North Africa Desert Battles Series, 3593, is very impressive and deserves to be a best-seller.

As usual, the attractive box art is signed by A. Karaschuk and is just awesome - full of life and action. In my opinion Master Box produces the most appealing box arts around.

This set is sculpted by A. Gagarin and its final appearance is stunning. The figures look natural and anatomically accurate.

The set comprises five plastic figures. Several assembly options are provided, such as the helmets with camouflage covers.

Details are very nice and the casting almost flawless, being only necessary to remove some minor flash.

On the back of the box we will find the assembling instructions and Acrylics Vallejo reference colors.

This set will look great when combined with kit nos. MB3592 and MB3580.

I recommend this set without reservation.

Thanks to Master Box for the sample www.mbtd.info
José Brito



MASTER BOX

1:35 SCALE

ALLIED FORCES, WWII ERA, NORTH AFRICA DESERT BATTLES SERIES • ITEM NO. MB3594

The new Allied Forces set from Master Box is a more than welcome group of figures. Even if they cannot be placed together because they fought in different North African places, they will look great in any diorama or small base.

The set includes five figures - a British rifleman, a Free-French Soldier, a Senegalese Infantryman, an Australian Bren-Gunner and a U.S. AFV crewman. As usual, the beautiful box art is signed by A. Karaschuk and is just amazing. The figures look natural and anatomically accurate.

The details are well done and the casting almost flawless, being only necessary to remove some minor flash.

On the back of the box this time it seems that Master Box forgot to include the Acrylics Vallejo reference colors.

Even if the figures cannot all be placed together, this set represents great value for money. In the same box you will find several figures hard to find in the same box, like the Free-French, Senegalese and the Australian soldiers.

Recommended.
Thanks to Master Box for the sample www.mbtd.info
José Brito



MASTER BOX

1:35 SCALE

US CHECK POINT IN IRAQ • ITEM NO. MB3591

Master Box, from Ukraine, does not only release WWII figure sets. To prove it, here is their new set of modern US military figures.

The set is composed of four figures and they offer a wide variety of gear, weapons and accessories.

Two of the figures may be used in standing or relaxed poses. The other two can be used in scenarios with more stress or combat environment.

This set will look great in any scenario about Iraq or Afghanistan.

It is always great to have new modern military figures, and Master Box has done a great job with these four versatile figures.

Recommended.
Thanks to Master Box for the sample www.mbtd.info
José Brito



TANK

1:35 SCALE

GERMAN TANK OFFICER (SUMMER 1939-45), ITEM T35123

GERMAN DRIVER (SUMMER 1941-45), ITEM T35124

SOVIET TANKER (SUMMER 1941-45), ITEM T35125

This is not my first review of TANK figures. In fact I have already done several reviews of their figures and accessories. At this point I must confess that I am running out of adjectives to describe the work of this very prolific and original brand from Russia.

The guys from TANK are really taking their resin figures production to a new level. Very soon they will release three new figures and as usual, the quality is top class. The detail is just great and the casting absolutely flawless.

Two of the new figures depict German tank crew members. One is a German tank officer (Summer 1939-45) in a seated and relaxed position. The other is a driver. This last one is also a seated figure and in a very natural pose and attitude.

The final item is a Soviet tanker (Summer 1941-45). Like the other two, this figure stands in a very natural pose.

TANK has done it again. These three new figures will look absolutely beautiful once painted and will certainly enhance any tank model or diorama.

Recommended.
Thanks to TANK for the samples www.tank-model.ru
José Brito



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2011 A YEAR IN RETROSPECT

Well, what a year it has been. There is no denying the world economy, and with it the hobby industry, is in a state of flux at the moment. This uncertainty in world markets has and will continue to have an effect on our hobby. There will be a few changes in the following year, some of them good, while others not so good. The state of the 1:48 scale market has stabilised with many manufacturers reporting slow sales while others are showing some improvement. 1:48 scale military models have slowly been accepted and as a result we have seen some quite outstanding aftermarket kits being released this year. The builds being shown at shows and displayed on the web and in the print media are in some instances, quite breathtaking. While I am quietly optimistic about the sales future and general acceptance of the scale, I believe it is up to us all to promote the benefits of this universal scale at a grass root level. While plastic kit releases have been slow, their quality and buildability has been extremely high. Tamiya and Italeri still lead the way but the emergence of Bronco as a major player in this scale is pleasing. If their current release is anything to

go by [which is effectively a pantographed-down version of their excellent 1:35 scale offering] then the future is looking extremely bright. Bronco has some quite interesting 1:35 scale kits and these would translate well to 1:48. It is also pleasing that aftermarket manufacturers are raising the bar too - Gasoline with their quite superb Renault DZ, Kengil with their M18 Hellcat, Hauler with their BA64, Miniman Factory with their sublime M1009 series, Accurate Armour with their Thompson Fueller, Fighting 48th with their extraordinarily good Comet and Toro Models with their very well done "Kabuss" armoured truck. All of these full kits are quite simply stunning and, in my opinion, are well worth the asking price. They may seem a little high in price at first glance, but what you get in most instances is a well-rounded and complete kit. In some cases the sensible use of photo etch only adds to their appeal. Hauler must again be singled out as a manufacturer willing to go the extra mile in regard to covering our needs for photo etch for almost all of the new releases that come on to the market. Another manufacturer that must be mentioned is Tank Workshop. They

have released a huge amount of Sherman updates this year and if you want to model a particular version of this tank you should look no further than their updates.

All of you who regularly read this column will no doubt be aware of my love of high quality figures in this scale and one of the best figures released this year is from Adalbertus. Their Merian Cooper Figure is quite simply outstanding. I had high hopes for Evolution and Fox Miniatures this year but sadly their releases have slowed or failed to appear. It is my hope that we will see a quantity of figures released from these two manufacturers this year.

I have been following a few projects that were going to be released this year and this has given me a rare insight into the dynamics of how master models are made. I have found that life does sometimes gets in the way to interrupt what we all want to be released. On this note, I'd like to offer all our readers a safe and happy time during the course of 2012.

Until next time *Luke Pitt*

FIGHTING 48TH!

1:48 SCALE BRITISH CRUISER TANK A34 COMET KIT NO. NOT QUOTED

As much as I don't like to give away a surprise ending, Fighting 48th's new Comet is the most impressive 1:48 scale armour kit that I have ever seen. There you are - a nice short review for any time-poor modellers. For anyone who wants to know a little more, Fighting 48th's kit comprises more than 200 parts in beautifully cast resin, over 120 photo-etched parts, a turned aluminium 17 pdr barrel with a brass muzzle brake and machine gun barrels, two MV lenses for the headlights, fine metal rod, copper wire and plastic strip plus waterslide decals for no less than 14 vehicles. The resin parts are divided into multiple plastic bags to minimise the chance of damage, and all of this is packed into a stout, compact cardboard box.

The kit offers a number of useful options including parts to build either a wartime or post-war Comet and alternative mantlets - with canvas cover and without.

Fighting 48th is at the forefront of technology. The design was done on a CAD system, the master model was born in a Rapid Prototyping machine - effectively a 3D printer - then the resin kit parts were cast in the conventional manner.

Instructions are supplied on seven double-sided A4 sheets and I strongly recommend that you familiarise yourself with the notes and diagrams before you cut the first part of its casting block. Having said that, though, the casting blocks on most of the parts range from non-existent to modest although there is a bit of feather-like resin flash to remove here and there.

The casting quality is nothing short of superb and surface detail is amongst the crispest that you will ever see. The subtle texture of the armour plate does not show up well in photographs, but it is a thing of beauty when you get close up and personal with the resin.

The tracks are link and length, and should not present any great challenges.

Fighting 48th also helpfully provides a crew of two.

The 14 marking options cover everything from WWII to post-war British, Irish and Finnish.

Fighting 48th's Comet is a remarkable example of champagne modelling, with a corresponding price tag. I happily shelled out though, as this is an extraordinary kit.

Some previous experience working with resin will be helpful due to the sheer number of multimedia parts, but I am confident that fit will be precise and I look forward to an enjoyable build.

Highly Recommended.

Fighting 48th products are available from our website www.fighting48th.com

Brett Green



Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.



MMI 1:48 Scale Q&A with Master Modeller Bill Wiseman of WWII Productions

I have known Bill Wiseman for quite some time and he is the owner of World War II Productions. He lives in Newcastle Australia with his wife Vicki and two teenage sons. What I like about Bill's work is his uncompromising approach to his modelling and masters. He is without a doubt one of the hobby's true gentlemen and it is a pleasure to interview him this month.

THE INTERVIEW

- Luke:** Hi Bill. Good to have you with us. Can you tell our readers what motivates you to do masters and what is the process involved?
- Bill:** *Hi Luke. Most of the motivation usually comes from seeing some of the beautiful work on models in this scale, and discussion with the modellers themselves about certain aspects of the kit they've either built, are in the process of building. From that point it's a matter of raiding the bookshelf for the relevant detail information, and annoying friends for the bits I don't have. Then the kit itself needs to be checked to ensure the parts being made will not only fit, but do what they're supposed to do. This is important where there's more than one manufacturer's kit of a subject on the market. A decision about what to do if there are discrepancies in the kits dimensions has to be made before the master pattern process can begin. I try to ensure the tracks will cross kit so as not to disadvantage anyone wishing to use an after market product.*
- Luke:** Having cast your masters up yourself in the past, can you explain the process involved here? I understand that making a master for production purposes is a little different than say making a model for yourself?
- Bill:** *When I first got involved in the casting game about fifteen years ago, I had no idea of what I was doing (still don't to some degree), I went through a lot of material trying to work out how best to approach this. I only got involved in casting as a desire to replicate the parts I was making for myself, but things got a bit out of hand. A very steep learning curve later, I was finally able to produce reasonably good castings. But I had to alter my approach to modelling a bit, as there was a lot more to making the master pattern than any parts I'd made before. I soon discovered the construction of the master casting pattern was a very involved bit of modelling in its own right. If anything is out, it will come back to haunt you when you do your first test shots, so the pattern has to be checked against the kit part's constantly during this process. If it is out, the pattern has to be corrected, and then cast again. Repeat and rinse! The testing and consequent mould making can take a couple of weeks at times, but it's better to dedicate the time here, otherwise you'll spend your days in casting purgatory! Once all is deemed well, the pattern can then be textured and polished, ready to go into rubber, and committed to production. I tend to treat the making of a master in the same way I do building a kit. Stacks of reference, attention to detail, and a thumping great headache as a result of my anal retention. You can say retention in this magazine can't you?*
- Luke:** Ha, interesting comments Bill, I'm sure our readers were, for the most part, unaware of the difficulties involved. Bill, do you have a particular field of interest you would like to follow?
- Bill:** *I've been building armour for as long as I can remember (I'm old, I have these moments), but have never lost my interest in this area. That being said, I do, like to dabble from time to time with sci-fi and large-scale aircraft. My son has a keen interest in Battle Star Gallactica, so I'm building a Viper II kit for him as a gift. But at the end of the day, it will always be armour for me.*
- Luke:** I know this can be a tricky question but who do you admire most in the 1:48 scale modelling community?
- Bill:** *Easy question to answer that. The work of Pat Johnston, Spencer Pollard and Lu Rodriguez. To be fair though, I've seen so many fantastic models on the various websites and at shows that I find it all inspiring. It's a grand time to be in the hobby, that's for sure.*
- Luke:** Good answer! very diplomatic! Ok here is another tricky one, who do you admire in terms of master model making and your thoughts?
- Bill:** *No easy answer there, as there's so many of them. I love the work being done by Tank Workshop with their sets. Just to single out one, but I'm grateful to see so many dedicated people involved in the making of such masterpieces. Long may they continue to do so. I'd like to think (and hope) that most mainstream manufacturers would consider re-tooling some or all of their kits to 1:48, as the market is there to support it. People need choice and variety in their modelling diet, so with luck, we may see more kits released in the near future.*
- Luke:** I know you're a busy man so one last question, what are your thoughts on 1:48 scale and what should we all do to make it the premium scale?
- Bill:** *For a long time 1:48 was considered a good scale for armour kits, but it went quiet during the seventies like 1:35. Unfortunately, it didn't re-surface until some years later. However, it has benefited from modern tooling techniques, and these days kits in 1:48 are as beautifully detailed as their 1:35 scale counterparts. I guess I wouldn't be alone in hoping DML might get on board with this. Sales are the key for the most part. Supporting the current manufacturers in their endeavours to create new models will ensure interest from this quarter, validating the expenditure involved in kit or A.M. creation, and hopefully spur further releases from them. It's certainly the premium scale for aircraft, so I don't see why it shouldn't be the same for armour.*
- Luke:** Bill, are there any surprises coming up from you in the future?
- Bill:** *I've been quite busy of recent times and haven't had much of a chance to work on any new patterns, but some 1:48 Ostketten would seem appropriate. I will keep you posted on that one.*



BRONCO MODELS

1:48 SCALE STAGHOUND MK 3 ARMOURD CAR • KIT NO. 48001

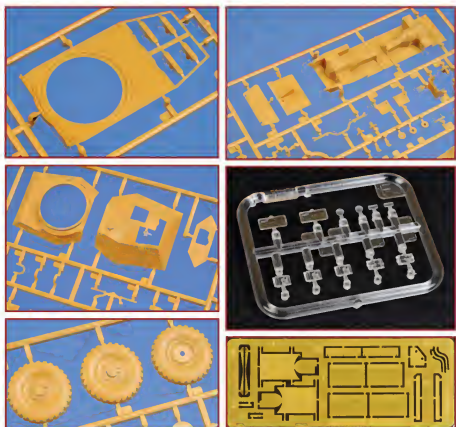
Bronco Models is fast becoming one of the premium players in plastic kit manufacturing. Not only are their releases refreshingly different, they offer a wide variety of subject choices. I was pleased to hear that they were entering into the 1:48 scale military market. Their first release in this scale is the Staghound Mark 3. While I'm not a huge fan of this particular version of this armoured car, I can report that the moulding and attention to detail in this model is first rate. In fact, it's as good if not better than any I have seen in this scale thus far. I have read on some online forums that the parts count and indeed the diminutive nature, of some of the parts have drawn complaints. I really don't quite understand these comments to tell you the truth. The part breakdown and detail is almost flawless. Some of the details like the mudguards have the lip moulded on and are remarkably thin.

The parts breakdown is very reminiscent of their 1:35 scale offering and it is my belief that this kit may well have been photographed down from that version. A small photo-etched fret is included as too is marking for two vehicles. Of all the plastic 1:48 kits I have reviewed this year, this kit is the best. The level and attention to detail rivals anything in 1:35 scale. If this is the standard we can expect from Bronco with their future releases, then the future is very bright indeed.

Highly Recommended.

Thanks to Bronco for the sample www.bronco-model.com

Luke Pitt



FRENCHMAN RIVER MODEL WORKS

1:48 SCALE STEAM HARBOUR TUG BOAT • KIT NO. 136

I seem to recall asking readers to consider thinking outside the box when contemplating their next modelling project.

This product from Frenchman River Model Works really fits the bill in that regard. Now, before you simply disregard this review as it is not military, consider this. These Harbour Tugs were used in various forms by all nations fighting in both World Wars. The kit is impressive in both the way it is cast (with no imperfections what so ever) and the way it goes together.

All of the major assemblies basically just click together. I believe this is a major achievement, as resin does have a tendency to shrink slightly making this sort of fit almost impossible to achieve. The model is presented in a wateline format and comes in a large white box with an eight page instruction booklet. The kit itself is made up of 21 cast resin and 21 white metal castings. There is scope to detail this model up as most of the wheel house detail is not present. The model measures 29cm from bow to stern. I am seriously impressed with this model. The applications for this model to be used in a military diorama are almost endless. If time permits I will feature this model in a diorama I am planning to do this year.

Highly Recommended.

Thanks to Frenchman Model Works for the review sample
www.frenchmanmodels.com

Luke Pitt





Book Reviews

MMP BOOKS

9. PANZER DIVISION 1940-1943 • ISBN: 978-83-61421-29-0

MMP Books' rapidly expanding catalogue has traditionally been built upon aircraft, but their Green Series is dedicated to military subjects. Some of these have been real treasures, including Dick Taylor's four volume "Warpaint" series covering British Army camouflage and markings.

MMP's latest gem in the Green Series is "9. Panzer Division 1940-1943" by Marek Kruk and Radosław Szewczyk. The book is A4 in size, and comprises 144 glossy pages between soft covers.

9. Panzer Division was formed in January 1940, and took part in the Blitzkrieg campaigns in the Netherlands, Belgium and France. It was transferred to Poland in September 1940, then fought in the Balkans before being thrown into the southern sector of the Eastern Front, and the cauldron of Kursk and the Dnieper.

This new title covers the history and operations of 9. Panzer Division from the triumphs to the turmoil in this four-year period.

The text is quite readable and is supported by charts, maps and line drawings of the vehicles of the Division.

The highlight of the book, however, is the large number of photographs (numbering in the hundreds), which are reproduced to a good size on the page, and supported by detailed and helpful captions. Appendices include a list of Commanders and operational assignments over the period 1940-43.

The book is rounded out with 14 full-page colour side profiles of a variety of Divisional vehicles, including the Sd.Kfz.

222, Sd.Kfz. 250/1, Sd.Kfz. 251/1, Sd.Kfz. 231.

Panzer II, Panzer III, Pz.Jg 38(t), Panzer IV and more.

MMP's "9. Panzer Division 1940-1943" will be an interesting and useful reference to armchair

historians and modellers alike. The photos

and profiles will certainly offer plenty of plastic

inspiration!

Highly Recommended.

Thanks to MMP Books for the sample

www.mmpbooks.biz

Brett Green



WINGS & WHEELS PUBLICATIONS

JAPANESE 4 X 4 LAV IN DETAIL, REF G 024

MODERN 4 X 4 LIGHT ARMoured VEHICLE OF THE JGSDF - PHOTO MANUAL FOR MODELLERS

This new book from Wings & Wheels Publications from Czech Republic is dedicated to the Japanese 4 x 4 LAV. The book is written by Gordon Arthur and Koji Miyake and has 62 pages.

The first pages of the book cover the history and development of the vehicle. We can also find some great colour photos from the Japanese Iraq Reconstruction and Support Group (JIRSG). These show some of the vehicle's typical features, like the monotone olive green colour and the large Japanese flags used for identification.

Several other pages are dedicated to the Company Commander's and Platoon Commander's vehicle. The differences between the vehicles are minor. While in the first, the antenna is fitted above the door, in the last, the same antenna is fitted at the rear and behind the 76mm smoke grenade launchers.

There are also some excellent walkarounds covering the Machine Gun and Anti-Tank Missile vehicles. The Reconnaissance and PKF (Peace Keep Force) vehicles are not forgotten and once again this book proves to be a very useful reference.

You will find very useful detail pictures of the front, bonnet, windscreen, rear, door details, roof hatches and machine gun shields.

At the conclusion, we are also presented with some great pictures of some of the personal weapons, uniforms and personal equipment of the JGSDF.

WWP's book is a real must-have for military vehicles enthusiasts and also for the most demanding scale modeller. It is a great reference book.

Highly Recommended.

Thanks to WWP for the sample www.wwpbooks.com

José Brito



WINGS AND WHEELS PUBLICATIONS

KRIEGSLOK BR52 - TRAIN IN DETAIL N.O 1 - T001

WWII GERMAN STEAM LOKOMOTIVE BAUREihe 52 IN EUROPEAN MUSEUMS AND PRIVATE COLLECTIONS

It does not matter if you like trains or not. WWP's new title on the BR52 contains 176 pages full of big pictures, great details and several pages dedicated to scale models. Most of the pictures are full colour, printed on high quality paper and with very well detailed captions. Only the archive pictures are in black and white.

The walkarounds in the book are very well done. In fact they are massive and no nook or cranny has been ignored. I must confess that I was not a big train fan, but since I saw this book I started to develop an interest in these machines. Also, being a modeller myself, I will definitely use this book as a main reference when I build my BR 52 scale model.

The good news is that WWP is already working on a second volume about trains. It will be about the Dampflok BR 86. Great!

Highly Recommended.

Thanks to WWP for the sample

www.wwpbooks.com

José Brito



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Next Issue

On sale 5th January 2012

STRYKER

Andrew Judson builds AFV Club's 1:35 scale M1126 Stryker, infantry Carrier, accompanied by Stuart Ransley's Think Tank reference piece.



ZRINYI

Carlos Bravo Rodríguez and Joaquín García Gázquez collaborate to deliver this interesting Hungarian tank destroyer from Cz Kolnec Models in 1:35 scale.



Waffens SS MG 42 Gunner

Matt Wellhouser brings his inimitable style to Young Miniatures' 1:10 scale bust of an Ardennes Waffens SS MG 42 Gunner.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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LADY GAGA IS BACK

Kamil Feliks Sztarbala returns with Part Two of his series, describing the construction of the figures and fire base for his big Hobby Boss DANA.



"MODELISMO EM MACEDA" ("SCALE MODELLING IN MACEDA")

Maceda, Portugal
29 - 30 October 2011
Show Report by José Brito

The latest edition of the "Modelismo in Maceda" show was held over the weekend of 29 and 30 October 2011. The venue was the Portuguese Air Force (PoAF) Base, AM-1 at Maceda. The show was organised by the co-operation of Mr. Emanuel Alves and the PoAF.

PoAF has a museum at the base and this was the ideal spot for a modelling exposition.

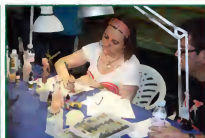
The event took place amongst several PoAF aircraft and some other hardware, including firefighting vehicles.

Both days were very crowded and it was possible to see lots of great models and exchange experiences. Also, it was a great opportunity to meet old friends and make new ones.

The military planes at the museum were a big source of interest and many visitors took the opportunity to take lots of walkaround pictures.

I would like to congratulate Mr. Emanuel Alves and the PoAF for their hard work to make this great exposition a reality.

All the best to you! ■



IT'S RAINING M-ATVS

Remarkably, we are about to see the release of two completely independent 1:35 scale M-ATV kits. One is from Kinetic and the other is from Panda. We have received photos of test shots of both kits. Panda's kit should be available now, while Kinetic's will not be too far behind.

The photos with the grey background are the Panda kit, while Kinetic's background is electric blue.

We military modellers really do live in interesting times!

Kinetic Models are available online from Lucky Model www.luckymodel.com

OLIVER PUBLISHING FUTURE RELEASES

Oliver Publishing Group's next book release - Westwall: German Armour In The West, 1945 - will be available in the next few weeks.

Presented in the usual A4 format, this book contains over 50 black and white archive photographs printed on high quality gloss paper. All the images are from the US National Archives and Record Administration (NARA) collection - showing captured or disabled vehicles - and are extremely clear, allowing them to be printed to a very high resolution. Many of these have never been previously reproduced and those that have feature new and often illuminating information. In addition, 21 different vehicles are depicted in the colour illustrations created by talented Chilean artist Claudio Fernandez.

Oliver Publishing has had so many enquiries about the Hermann Goring In Sicily book - which is now unavailable - that Claude Gillono is now working on a revised and expanded edition that will cover all the German armoured units involved in that campaign.

The new book - Fortress: German Armour In The Defence Of Sicily - will contain new text, many new photographs and new illustrations, correcting some of the problems with the old book.

Other planned future releases include:

Comrade Emcha: Soviet Sherman in WW2

In which Claude Gillono looks at Lend-Lease M4 Sherman tanks that fought with the Russians in the last years of the Second World War. Featuring 6 pages of full colour artwork, black and white archive photos, tables of organisation for Soviet armoured formations, maps and text.

STUG: Assault Gun Units In The East, Operation Bagration To Berlin.

As a companion volume to the earlier release, To The Last Bullet, this book examines the units equipped with the Sturmgeschütz III and IV during the last year of the war on the Eastern Front. With 17 pages of colour illustrations depicting over 50 different vehicles.

Thanks to The Oliver Publishing Group for the information and images www.oliverpublishinggroup.com



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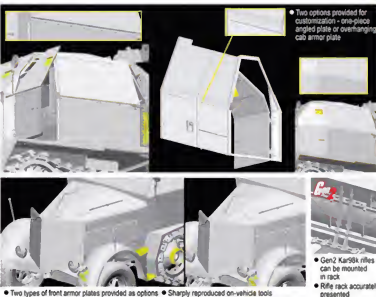
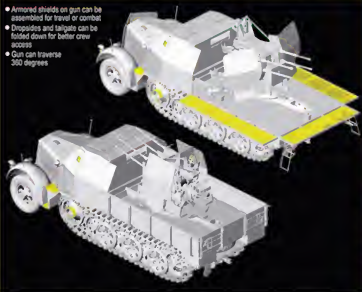
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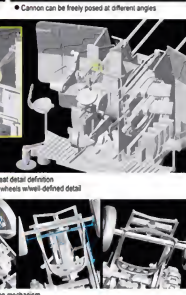
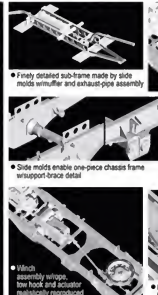
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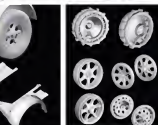
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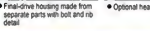
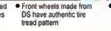
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CAUGHT IN TRAFFIC

1/35 Scale Military Miniature Series

British BSA M20 Motorcycle w/Military Police Set Item 35316

1/35
SCALE

The BSA M20 was the representative motorcycle used by the British Army during WWII. Over 120,000 units were produced until the end of the war and they were used for a wide range of duties including liaison, reconnaissance, and supply convoy escort. Tamiya's designers thoroughly studied actual examples of this bike and the result is this accurately reproduced model. The model depicts a late-war motorcycle which featured an air filter fitted onto the fuel tank. Included courier and military police figures are depicted in the late-style uniform which was worn in Europe from the Normandy Invasion onwards. Decals depict division markings on the motorcycle as well as MP insignia on the figure's arm and helmet. The package features illustrations of road signs which can be cut out for use. Display this set alongside Tamiya's other models of Allied Forces subjects to enable various diorama possibilities.



MM-316
Length: 61mm



Distinctive front suspension and frame are realistically reproduced.



The single-cylinder side-valve engine features superb details.



Parts are included to enable 4 different arm poses.



Image shows actual motorcycle.

Tamiya's 1/35 Scale MM Series offers a variety of British subjects to enable various combinations for dioramas.



British Infantry Tank Mk.IV Churchill Mk.VII (Item 35210)



British Universal Carrier Mk.II Forced Reconnaissance (Item 35249)



British Light Utility Car 10HP (Item 35308)



British Infantry on Patrol (Item 35223)



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